

CITY OF RANCHO CORDOVA



PLANNING COMMISSION MEETING Wednesday, September 10, 2025

**5:30 PM – Regular Meeting
David B. Roberts Council Chambers**

**City Hall
2729 Prospect Park Drive, Rancho Cordova**

How to Observe or Listen to the Meeting:

- Online via Zoom: <https://cityofranchocordova.zoom.us/j/87563639433>
Webinar ID: 875 6363 9433
- By phone: +1 669 900 6833 or +1 253 215 8782
Webinar ID: 875 6363 9433

Public Comment

Members of the public who wish to address the Planning Commission may do so in person during the meeting by completing and submitting a Speaker Card to the Planning Commission Clerk.

Members of the public who wish to provide public comment via email will need to submit comments to PlanningClerk@cityofranchocordova.org no later than 3:00 p.m. on Wednesday, September 10, 2025. Written comments received no later than 3:00 p.m. will be distributed to the Planning Commission, filed in the record, and will not be read aloud. All comments submitted later than 3:00 p.m. will be distributed to the Planning Commission.

AGENDA

1. PLANNING COMMISSION REGULAR MEETING - CALL TO ORDER ROLL CALL

Planning Commission Members - Surender Devarapalli, Dave Huhn, Tegan Mauldin, Rehana Rehman, Cynthia Stauss, Elliott Stevenson, and Chair Lee Frechette

2. PLEDGE OF ALLEGIANCE

The Chair will call on someone in attendance to lead the Pledge.

3. PUBLIC COMMENT

Members of the public wishing to address the Planning Commission for any matter not on the agenda may do so at this time by completing and submitting a Speaker Card to the Planning Commission Clerk.

For items on the agenda, speakers will be called by the Chair at the point on the agenda when the item will be heard. Speakers are encouraged to keep comments to three minutes or less and to state name and community of residence.

Under the provisions of the California Government Code, the Planning Commission is prohibited from discussing or taking immediate action on any item not on the agenda unless it can be demonstrated to be of an emergency nature or the need to take immediate action arose after the posting of the agenda.

4. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

- 4.1. **Subject:** Meeting Minutes from the Regular Planning Commission Meeting of August 27, 2025.

Recommendation: Adopt the minutes.

5. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

None.

6. PUBLIC HEARING ITEMS

- 6.1. **Subject:** Royal Wave Car Wash - Appeal of Director Determination (CEQA Exempt Pursuant to Section 15061(b)(3)) - Project No. APPL-0725-0001 - Located at 3591 & 3501 Bradshaw Road.

Recommendation: Staff recommends that the Planning Commission:

Deny the appeal and uphold the Director Determination on the applicability of Section 23.170.040 of the Rancho Cordova Municipal Code on the proposed Royal Wave Car Wash project.

7. COMMISSION COMMENTS/IDEAS/QUESTIONS

8. DIRECTOR'S REPORT

9. ADJOURNMENT

ADDITIONAL INFORMATION

SPECIAL MEETINGS LISTED BELOW ARE SUBJECT TO CHANGE/CANCELLATION WITHOUT FURTHER NOTICE.

Public documents related to items on the open session portion of this agenda, which are distributed to the Planning Commission less than 72 hours prior to the meeting, shall be available for public

inspection at the time the documents are distributed to the Planning Commission. Documents are available for inspection at the Planning Office located in Rancho Cordova City Hall.

The agenda items are accessible on the City's website at www.cityofranchocordova.org on Fridays prior to the Regular Planning Commission Meeting.

UPCOMING MEETINGS

October 8, 2025	5:30 PM Regular Meeting
November 12, 2025	5:30 PM Regular Meeting
December 10, 2025	5:30 PM Regular Meeting

If you have any technical questions related to the agenda items, please contact City Hall at (916) 851-8700.

In compliance with the Americans with Disabilities Act, if you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the Planning Office at (916) 851-8750 at least 48 hours prior to the meeting.

CERTIFICATION OF POSTING OF AGENDA

I, Kelly Whitman, Planning Commission Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the September 10, 2025 Regular Meeting of the Rancho Cordova Planning Commission was posted and available for review on September 5, 2025 at City Hall of the City of Rancho Cordova, 2729 Prospect Park Drive, Rancho Cordova, California, 95670. The agenda is also available on the city website at www.cityofranchocordova.org.

Signed September 5, 2025 at Rancho Cordova, California.



Kelly Whitman
Planning Commission Clerk

MEMORANDUM



ITEM 4.1.

DATE: September 10, 2025
TO: Planning Commission Members
FROM: Kelly Whitman, Planning Commission Clerk
SUBJECT: **MEETING MINUTES FROM THE REGULAR PLANNING COMMISSION MEETING OF AUGUST 27, 2025**

RECOMMENDATION

Adopt the minutes.

ATTACHMENT(S)

1. August 27, 2025 Planning Commission Draft Meeting Minutes

CITY OF RANCHO CORDOVA

**PLANNING COMMISSION MEETING**

Wednesday, August 27, 2025

5:30 PM – Regular Meeting
David B. Roberts Council Chambers

City Hall
2729 Prospect Park Drive, Rancho Cordova

DRAFT MINUTES**1. PLANNING COMMISSION REGULAR MEETING - CALL TO ORDER ROLL CALL**

Chair Frechette called the Regular meeting to order in the David B. Roberts Council Chambers at 5:30 P.M.

Planning Commission Members Present: Surender Devarapalli, Dave Huhn, Tegan Mauldin, Rehana Rehman, Cynthia Stauss, Elliott Stevenson, and Chair Lee Frechette

Planning Commission Members Absent: None

Staff Members Present: Arlene Granadosin-Jones, Palmer Hilton, Eileen Ly, Lindsay Morrow, Nick Sosa, and Kelly Whitman

2. PLEDGE OF ALLEGIANCE

Commissioner Rehman led the pledge.

3. PRESENTATIONS

- 3.1. **Subject:** Introduction of New Employees: Eileen Ly, Assistant Planner by Arlene Granadosin-Jones, Planning Manager.

4. PUBLIC COMMENT

Chair Frechette opened the public comment period. Seeing no speakers, Chair Frechette closed the public comment period.

5. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

Chair Frechette opened the public comment period. Seeing no speakers, Chair

ITEM 4.1.

Rancho Cordova Planning Commission - DRAFT MINUTES
Meeting of Wednesday, August 27, 2025

ATTACHMENT 1

Frechette closed the public comment period.

ACTION: Motion to approve item 5.1 by Rehman second by Huhn;
Motion passed with a 5:0 vote.

AYES: Huhn, Rehman, Stauss, Stevenson, Frechette

NOES: None

ABSENT: None

ABSTAIN: Devarapalli, Mauldin

- 5.1. **Subject:** Meeting Minutes from the Regular Planning Commission Meeting of August 13, 2025.

Recommendation: Adopt the minutes.

6. **CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE**

None.

7. **PUBLIC HEARING ITEMS**

- 7.1. **Subject:** Fite Circle Digital Billboard Sign - Zoning Text Amendment, Conditional Use Permit, Minor Design Review, and Operating Agreement (Mitigated Negative Declaration Prepared Pursuant to Article 6 of the California Environmental Quality Act) - Project No. PLND-1124-0113 - Located at 3127 Fite Circle.

Recommendation: Staff recommends that the Planning Commission adopt the Resolution recommending that City Council:

1. Certify the Initial Study/Mitigated Negative Declaration that was prepared and circulated pursuant to the California Environmental Quality Act (CEQA) and adopt the mitigation monitoring and reporting program (MMRP); and
2. Adopt the Ordinance for the Digital Freeway Sign Overlay zoning text amendment for Section 23.743.150; and
3. Adopt the Resolution for the Fite Circle Digital Billboard Sign Zoning Text Amendment, Conditional Use Permit and Minor Design Review

Chair Frechette recused himself.

Vice Chair Mauldin opened the public comment period. The following individuals addressed the Planning Commission or submitted public comment via email:

1. Charles Beck
2. James Garcia
3. James Garcia
4. Helen Whalen-Bashaw
5. Amy Lerseth

Vice Chair Mauldin closed the public comment period.

ACTION: Motion to approve item 7.1. by Stevenson second by Huhn;
Motion passed with a 5:1 vote.

AYES: Huhn, Rehman, Stauss, Stevenson, Mauldin

NOES: Devarapalli

ABSENT: None

RECUSE: Frechette

8. **REGULAR CALENDAR ITEMS**

ITEM 4.1.

ATTACHMENT 1

Rancho Cordova Planning Commission - DRAFT MINUTES
Meeting of Wednesday, August 27, 2025

- 8.1. **Subject:** Planning Commission Training - California Environmental Quality Act (CEQA) and Environmental Review.

Chair Frechette opened the public comment period. Seeing no speakers, Chair Frechette closed the public comment period.

ACTION: Input was received regarding Planning Commission Training - California Environmental Quality Act (CEQA) and Environmental Review.

9. COMMISSION COMMENTS/IDEAS/QUESTIONS

Planning Commission provided comments, ideas, and questions since the last meeting.

10. DIRECTOR'S REPORT

Planning Manager Arlene Granadosin-Jones gave her report.

11. ADJOURNMENT

Chair Frechette adjourned the meeting at 6:53 P.M.

Kelly Whitman
Planning Commission Clerk

MEMORANDUM

ITEM 6.1.



DATE: September 10, 2025

TO: Planning Commission Members

FROM: Nick Sosa, Senior Planner

SUBJECT: ROYAL WAVE CAR WASH – APPEAL OF DIRECTOR DETERMINATION (CEQA EXEMPT PURSUANT TO SECTION 15061(b)(3)) – PROJECT NO. APPL-0725-0001 – LOCATED AT 3591 & 3501 BRADSHAW ROAD

PROPERTY OWNER: Bisla Development & Petroleum, LLC Sue Mann 3591 Bradshaw Road Sacramento, CA 95827	APPLICANT/DEVELOPER: Bisla Development & Petroleum, LLC Sue Mann 3591 Bradshaw Road Sacramento, CA 95827
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PROJECT: Appeal of Director Determination – Royal Wave Car Wash FILE: APPL-0725-0001 LOCATION: 3591 & 3501 Bradshaw Road APN: 068-0030-048-0000, 068-0030-059-0000 PLANNER: Nick Sosa, Senior Planner
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RECOMMENDATION

Staff recommends that the Planning Commission:

- Deny the appeal and uphold the Director Determination on the applicability of Section 23.170.040 of the Rancho Cordova Municipal Code on the proposed Royal Wave Car Wash project.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would determine the project is exempt from further CEQA analysis, deny the appeal, and uphold the Director Determination that Section 23.170.040 of the Rancho Cordova Municipal Code does not allow a permitted nonconforming use to be “relocated” from one parcel to another. The proposed Royal Wave Car Wash application would therefore not proceed through the entitlement review process.

BACKGROUND

The project was presented to the Commission at the August 13th Planning Commission Meeting. However, during the presentation the Applicant requested that the item be continued to the next available meeting to allow them to further work with Staff on an alternative land use tool that

could possibly move the project forward. The project was then scheduled for the September 10th Planning Commission meeting.

Since the August 13th meeting, no new discussions have been had between Staff and the Applicant and no new information has been provided regarding the requested appeal. Therefore, Staff's recommendation has remained unchanged and the previous staff report has been included as Attachment 5, for reference.

RECOMMENDED MOTIONS

Staff recommends that the Planning Commission:

- Determine the project Exempt per Section 15061(b)(3) of the California Environmental Quality Act (CEQA); and
- Adopt the resolution that denies the appeal and upholds the Director Determination on the applicability of Section 23.170.040 of the Rancho Cordova Municipal on the proposed Royal Wave Car Wash project.

ATTACHMENT(S)

1. Resolution
2. Exhibit A to the Resolution – Director Determination
3. Applicant Request for Appeal
4. 1998 Conditional Use Permit for Service Station at 3591 Bradshaw Rd
5. August 13, 2025 Planning Commission Staff Report

CITY OF RANCHO CORDOVA

RESOLUTION NO. ____-2025

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, DENYING THE APPEAL OF THE DIRECTOR DETERMINATION
THAT SECTION 23.170.040 OF THE RANCHO CORDOVA MUNICIPAL CODE IS NOT
APPLICABLE TO THE PROPOSED ROYAL WAVE CAR WASH PROJECT**

WHEREAS, the Applicant currently operates a service station with an accessory car wash use located at 3591 Bradshaw Road (APN: 068-0030-048-0000), which is a permitted non-conforming use under an existing Conditional Use Permit issued by the County of Sacramento in 1998; and

WHEREAS, the Applicant, Bisla Development & Petroleum, LLC, (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova for a Nonconforming Use Permit and Minor Design Review for a proposed car wash use located on 3501 Bradshaw Road (APN: 068-0030-059-0000); and

WHEREAS, the proposed car wash project on 3501 Bradshaw Road (APN:068-0030-059-0000) is designated Countryside/ Lincoln Village Planning Area (CS/LCPA) in the General Plan and zoned Village Center Mixed-Use (VCMU); and

WHEREAS, a car wash use is not a permitted use in the Village Center Mixed-Use (VCMU) zone per the Rancho Cordova Zoning Code; and

WHEREAS, the Applicant proposes the expansion of the existing accessory car wash located on 3591 Bradshaw Road as a larger, standalone structure to be developed on the parcel adjacent to the service station at 3501 Bradshaw Road (APN:068-0030-059-0000); and

WHEREAS, on July 3, 2025, the Community Development Director issued a director determination to the applicant that determined that Section 23.170.040 of the Rancho Cordova Municipal Code does not allow a permitted nonconforming use to be "relocated" from one parcel to another; and

WHEREAS, on July 9, 2025, the Applicant filed an appeal of the director determination; and

WHEREAS, the Planning Commission is the appropriate authority to hear and take action on this appeal; and

WHEREAS, the Planning Commission of the City of Rancho Cordova has conducted a properly noticed public hearing pursuant to Government Code Section 65090 and has duly considered all written and verbal testimony presented during the hearing.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF RANCHO CORDOVA HEREBY RESOLVES AS FOLLOWS:

1. Determine the project Exempt per Section 15061(b)(3) of the California Environmental Quality Act (CEQA).

a) **Evidence:** The appeal is exempt under Section 15061(b)(3) of the California Environmental Quality Act (CEQA). The appeal is an activity covered by the exemption

ITEM 6.1.

ATTACHMENT 1

that CEQA applies only to projects which have the potential for causing a significant effect on the environment.

2. Deny the appeal and uphold the Director Determination (attached hereto as Exhibit A) on the applicability of Section 23.170.040 of the Rancho Cordova Municipal Code on the proposed Royal Wave Car Wash project, with the following evidence:

- a) **Evidence:** Under Title 23, Chapter 23.170.040 of the Rancho Cordova Municipal Code, permitted nonconforming uses may be modified or expanded, such as by addition, enlargement, extension or relocation, provided that the nonconforming use remains on the subject property upon which the nonconforming use is permitted.

The director determination states that Section 23.170.040 of the Rancho Cordova Municipal Code does not allow a permitted nonconforming use to be “relocated” from one parcel to another. Section 23.170.040 addresses modification of nonconforming uses on the parcels upon which they are currently permitted. This Section does not permit a project applicant to relocate a nonconforming use from one parcel to an entirely new parcel. A nonconforming use or structure may be relocated on the subject property, just as it may be added to or even enlarged, but only within the confines of that subject property. In this case, the subject property is 3591 Bradshaw Road, which is where the existing service station with an accessory car wash is conditionally permitted as a non-conforming use. Section 23.170.040 thus contemplates relocation of the car wash within 3591 Bradshaw Road, but it does not allow any such “relocation” off the subject property and onto 3501 Bradshaw Road (APN 068-0030-059-0000), which is a different parcel where the current zoning does not allow the proposed standalone car wash use.

- b) **Evidence:** Merger of parcels would exceed the scope of the existing CUP’s limitation for a carwash as an accessory use.

The proposal to merge parcel 068-0030-048-0000 (3591 Bradshaw Road) and 068-0030-059-0000 (3501 Bradshaw Road) into one parcel would exceed the entitlement for the existing car wash as an accessory use under the approved 1998 CUP, which was approved specifically for the existing service station parcel and references a parcel size of “1.26+/- acres”, which is consistent with the parcel on which the service station use currently exists, but not with a larger merged parcel of more than 3 acres. Merging the two parcels and moving the car wash to 3501 Bradshaw Road (APN:068-0030-059-0000) would expand the overall size of the nonconforming use and violate the condition in the CUP that the service station with its accessory car wash be developed on 1.26 acres. Additionally, the existing CUP also approved the existing car wash use as an accessory use to the service station subject to the site plan approved under the CUP. The relocation of the car wash use on the adjacent parcel would result in a standalone car wash use. As proposed, the project would violate several conditions of the existing CUP.

PASSED AND ADOPTED by the Planning Commission of the City of Rancho Cordova on the 10th day of September 2025 by the following vote:

AYES:

NOES:

ITEM 6.1.

ATTACHMENT 1

ABSENT:

ABSTAIN:

Lee Frechette, Chair

ATTEST:

Kelly Whitman,
Planning Commission Clerk

ITEM 6.1.



ATTACHMENT 2 Exhibit A to the Resolution

PLANNING DEPARTMENT
2729 Prospect Park Drive | Rancho Cordova, CA 95670
Phone: (916) 851-8750 | Fax: (916) 851-8762

COMMUNITY DEVELOPMENT DIRECTOR DETERMINATION

July 3, 2025

The Planning Division received an application for a Nonconforming Use Permit and Minor Design Review from Bisla Development & Petroleum, LLC, for the property located at 3591 Bradshaw Road (APN 068-0030-048-0000). The applicant currently operates a service station with an accessory carwash at the property under a Conditional Use Permit (CUP) that was issued by the County of Sacramento in 1998, before the City of Rancho Cordova incorporated. The parcel is zoned Village Center Mixed-Use (VCMU), which prohibits service stations and car washes. However, under the current CUP the service station and accessory carwash is considered a permitted nonconforming use on the parcel.

The applicant proposes the expansion of the accessory car wash as a larger, standalone structure to be developed on the parcel adjacent to the service station at 3501 Bradshaw Road (APN 068-0030-059-0000). This parcel is also zoned Village Center Mixed-Use (VCMU), therefore, a carwash is not a permitted use, whether by right or conditionally per Chapter 23.313.030 of the Rancho Cordova Municipal Code (RCMC). According to the applicant, the project proposes moving the current carwash use from 3591 Bradshaw Road to the new project location at 3501 Bradshaw Road by using Section 23.170.040 of the RCMS, which permits nonconforming uses to be modified or expanded.

The Community Development Director has determined that Section 23.170.040 of the Rancho Cordova Municipal Code does not allow a permitted nonconforming use to be "relocated" from one parcel to another. Section 23.170.040 addresses modification of nonconforming uses on the parcels upon which they are currently permitted. This Section does not permit a project applicant to relocate a nonconforming use from one parcel to an entirely new parcel. A nonconforming structure may be relocated on the subject property, just as it may be added to or even enlarged, but only within the confines of that subject property (and subject to City approval by the process provided in Section 23.170.070 of the Rancho Cordova Municipal Code.)

Alternatively, the applicant also proposes merging the two adjacent parcels – 3591 Bradshaw Road and 3501 Bradshaw Road – into one parcel to accommodate the proposed carwash. This proposed parcel merger would exceed the entitlement for a carwash as an accessory use under the existing CUP, which was approved specifically for the existing service station located on the 1.26-acre parcel at 3591 Bradshaw Road. Merging the two parcels and transferring the carwash to the 3501 Bradshaw Road parcel would not comply with the terms of the 1998 CUP under which the carwash use is currently permitted.

For this application, the subject property that contains the permitted nonconforming use (service station with carwash) is 3591 Bradshaw Road (APN 068-0030-048-0000). Section 23.170.040 thus allows the relocation of the carwash within 3591 Bradshaw Road, but it does not allow any such "relocation" off



ITEM 6.1.

**ATTACHMENT 2
Exhibit A to the Resolution**

the subject property and onto 3501 Bradshaw Road, which is a different parcel where the current zoning does not allow the proposed standalone carwash use.

Please be advised that this Director Determination is subject to an appeal right as set forth in Section 23.110.160. Appeals must be filed with the Planning Department within 10 calendar days following the date of this determination. Any appeal must be submitted in writing, together with the name, address, phone number, and signature of the appellant as well as the required filing fee of \$4,383.00.

A handwritten signature in black ink, appearing to read "Darcy Goufart", with a stylized flourish at the end.

Darcy Goufart
Community Development Director

6233013.1



July 9, 2025

VIA EMAIL AND FEDEX

Nick Sosa
Project Planner
City Planning Division / Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670
nsosa@cityofranchocordova.org

**Re: Appeal of Community Development Director Determination Re Application
For a Nonconforming Use Permit and Minor Design Review
Dated: July 3, 2027
Appellant: Bisla Development & Petroleum, LLC
Address: 3591 Bradshaw Road / APN: 068-0030-048 and APN 068-0030-059**

To Whom it May Concern:

This firm serves as counsel of record for Appellant Bisla Development & Petroleum, LLC (“Bisla”) in the Community Development Director’s Determination dated July 3, 2025 matter referenced above and attached hereto as **Attachment 1 (“Determination”)**. Bisla appeals the Planning Director’s Determination.

Appellant’s Name:	Bisla Development & Petroleum, LLC
Address:	3591 Bradshaw Road Sacramento, CA 95827
Telephone Number:	916.368.7225

Request for an Appeal Hearing:

Pursuant to Section 23.110.160 of the Rancho Cordova Municipal Code (“Code”), Bisla appeals the Determination. The basis of the appeal is set forth in **Attachment 2** hereto. Also enclosed is the required appeal fee in the amount of \$4,383.00.

We reserve the right to submit supplemental materials and witnesses as allowed under the Code.

Sincerely,

Diane Kindermann

DKH/rmo
Enclosures

cc: Clients
Darcy Goulart – Community Development Director - dgoulart@cityofranchocordova.org
K. Whitman, Associate Planner – kwhitman@cityofranchocordova.org

ATTACHMENT 1

COMMUNITY DEVELOPMENT DIRECTOR DETERMINATION

July 3, 2025

The Planning Division received an application for a Nonconforming Use Permit and Minor Design Review from Bisla Development & Petroleum, LLC, for the property located at 3591 Bradshaw Road (APN 068-0030-048-0000). The applicant currently operates a service station with an accessory carwash at the property under a Conditional Use Permit (CUP) that was issued by the County of Sacramento in 1998, before the City of Rancho Cordova incorporated. The parcel is zoned Village Center Mixed-Use (VCMU), which prohibits service stations and car washes. However, under the current CUP the service station and accessory carwash is considered a permitted nonconforming use on the parcel.

The applicant proposes the expansion of the accessory car wash as a larger, standalone structure to be developed on the parcel adjacent to the service station at 3501 Bradshaw Road (APN 068-0030-059-0000). This parcel is also zoned Village Center Mixed-Use (VCMU), therefore, a carwash is not a permitted use, whether by right or conditionally per Chapter 23.313.030 of the Rancho Cordova Municipal Code (RCMC). According to the applicant, the project proposes moving the current carwash use from 3591 Bradshaw Road to the new project location at 3501 Bradshaw Road by using Section 23.170.040 of the RCMS, which permits nonconforming uses to be modified or expanded.

The Community Development Director has determined that Section 23.170.040 of the Rancho Cordova Municipal Code does not allow a permitted nonconforming use to be “relocated” from one parcel to another. Section 23.170.040 addresses modification of nonconforming uses on the parcels upon which they are currently permitted. This Section does not permit a project applicant to relocate a nonconforming use from one parcel to an entirely new parcel. A nonconforming structure may be relocated on the subject property, just as it may be added to or even enlarged, but only within the confines of that subject property (and subject to City approval by the process provided in Section 23.170.070 of the Rancho Cordova Municipal Code.)

Alternatively, the applicant also proposes merging the two adjacent parcels – 3591 Bradshaw Road and 3501 Bradshaw Road – into one parcel to accommodate the proposed carwash. This proposed parcel merger would exceed the entitlement for a carwash as an accessory use under the existing CUP, which was approved specifically for the existing service station located on the 1.26-acre parcel at 3591 Bradshaw Road. Merging the two parcels and transferring the carwash to the 3501 Bradshaw Road parcel would not comply with the terms of the 1998 CUP under which the carwash use is currently permitted.

For this application, the subject property that contains the permitted nonconforming use (service station with carwash) is 3591 Bradshaw Road (APN 068-0030-048-0000). Section 23.170.040 thus allows the relocation of the carwash within 3591 Bradshaw Road, but it does not allow any such “relocation” off

the subject property and onto 3501 Bradshaw Road, which is a different parcel where the current zoning does not allow the proposed standalone carwash use.

Please be advised that this Director Determination is subject to an appeal right as set forth in Section 23.110.160. Appeals must be filed with the Planning Department within 10 calendar days following the date of this determination. Any appeal must be submitted in writing, together with the name, address, phone number, and signature of the appellant as well as the required filing fee of \$4,383.00.

A handwritten signature in black ink, appearing to read "Darcy Goufart", with a stylized flourish at the end.

Darcy Goufart
Community Development Director

6233013.1

ATTACHMENT 2



January 31, 2025

Darcy Goulart, Planning Director
City of Rancho Cordova
Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670
PlanningServices@cityofranchocordova.org

**Re: Bisla Development & Petroleum, LLC
Application for Nonconforming Use Permit and Minor Design Review
APN 068-0030-048 and APN 068-0030-059**

Dear Ms. Goulart:

Our office represents Bisla Development & Petroleum, LLC (“**Applicant**”) regarding its existing permitted mixed-use commercial operation at the northeast corner of Bradshaw Road and Old Placerville Road, APN 068-0030-048 and APN 068-0030-059 (the “**Property**”) in the City of Rancho Cordova (“**City**”). The current operation consists of a Circle K Food Mart, Shell Gas Station, Shell Recharge Charging Station, Shell Car Wash, Wienerschnitzel, and local favorite eateries (Don Javi’s Tacos and Bradshaw’s Sandwich Shoppe). The Applicant is proposing to relocate the permitted car wash use to an unimproved area of the Property. The modernized car wash facility will contain sustainable features including enhanced water and energy conservation technology. The car wash will also provide electric vehicle charging stations, self-service vacuums, and a dog washing station. The car wash will be rebranded as the Royal Wave Car Wash. (Collectively, the “**Project**.”)

The current car wash was permitted under a conditional use permit issued by the County of Sacramento in 1998, prior to Rancho Cordova’s incorporation as a city. (See **Attachment A**.) The City has since incorporated and adopted its own zoning ordinances. Presently, the Property is zoned Village Center Mixed Use (“**VCMU**”), which does not allow new car washes to be permitted. (City Code § 23.504.010.) However, the property’s use as a car wash was already vested by its use permit and is currently an existing, legal nonconforming use.

The City Code allows nonconforming uses to be expanded and modified. (City Code § 23.170.040.) Specifically, the City Code allows for nonconforming structures to be modified by, “addition, enlargement, extension,” or even “relocation.” (*Id.*) Further, nonconforming uses are allowed to be modified and expanded in limited areas of the City. (*Id.*) Such modifications require a nonconforming use permit, which can be granted by the Planning Director, so long as the required findings are made. (See City Code §§ 23.170.070 and 23.104.030.) Additionally, expansions of nonconforming structures require design review. (City Code § 23.170.040.)

Accordingly, the Applicant seeks a permit to expand and relocate the nonconforming use and minor design review. This correspondence lays out the findings required for each of these approvals and confirms that these required findings can be made because the Project is consistent with the applicable code provisions and the City's General Plan.

I. THE CITY CAN MAKE ALL FINDINGS REQUIRED FOR ISSUANCE ON A NONCONFORMING USE PERMIT

City Code section 23.170.070 requires the following three (3) findings for the approval of a nonconforming use permit:

1. The establishment, maintenance, or operation of the use expansion applied for will not, under the circumstances of the particular case (location, size, design, and operating characteristics), be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such use or to the general welfare of the city.
2. The benefit to the public health, safety, or welfare exceeds the detriment inherent in the expansion of nonconformity.
3. The modified or expanded nonconforming structure or use would not be incompatible with reasonably foreseeable uses as allowed under the applicable zoning regulations.

The City can make these findings regarding the Project as follows:

A. The Project Will Not Be Detrimental to the Neighborhood or the City

The Project will be beneficial to the local neighborhood specifically and to the City in general. The Project will improve a barren portion of the Property with a sustainable and aesthetically pleasing car washing facility and associated landscaping. As an added benefit, the facility can accommodate a self-wash station for pet owners. The upgraded car wash will also include state-of-the-art water and energy conservation technology, thereby improving upon the technology used by the existing car wash. There is no detriment to the community from a business investing in and providing a benefit to the community and to the City by increasing environmental sustainability. The neighboring businesses include multiple drive-through and dine-in restaurants and two (2) large grocery stores, one (1) of which, Food 4 Less, is focused on high volume grocery offerings. These neighboring uses are generally patroned by customers who drive their cars to the businesses. The continued operation, and functional expansion, of the car wash at this location is consistent with the characteristics of the existing neighborhood and will increase the comfort and general welfare of the community by providing an improved service offering that is synergetic to the ways the public uses neighboring businesses.

B. The Benefit to the Community Exceeds the Impact of Expanding a Nonconforming Use

There will be no detriment to the public by expanding/relocating the existing nonconforming carwash to a different area of the same property. On the contrary, the relocation and expansion will provide a benefit to the public welfare by providing a needed service for residents to wash their cars, and even their dogs, using best available technology. Additionally, the Project will put unused, vacant portions of the Applicant's property to beneficial use – which will serve to increase the public benefit and safety. Any perceived detriment from relocation and expansion of the carwash, which has been operating at this location pursuant to a CUP since approximately 1998, would certainly be outweighed by the public benefits it would bring to the City and the community.

C. The Project is Compatible With Allowed Uses

The Project is compatible with the uses allowed under the VCMU zone. Put simply, the VCMU has two (2) general commercial purposes: (1) to provide local-serving commercial opportunities, and (2) to provide local spaces which can be used as gathering spaces for nearby residents. This Project fulfills both purposes. The Project is a commercial opportunity that will predominantly serve the local community. Further, by relocating the existing carwash, the Project will allow the Applicant to expand the current restaurant spaces, which would grow the existing gathering spaces in this general area by accommodating more space and seating.

II. THE CITY CAN MAKE ALL FINDINGS REQUIRED FOR APPROVAL OF DESIGN REVIEW

Minor design review is required for new construction or expansions of existing nonresidential buildings or structures which are between 1,000 and 5,000 square feet. (City Code § 23.140.070.) The Project includes the construction of a 4,090 square foot building, which falls within the minor design review range. City Code section 23.140.070 requires the following four (4) findings for the approval of a minor design review application:

1. The proposed project is consistent with the objectives of the General Plan, complies with applicable zoning regulations, Specific Plan provisions, and special planning area provisions, and is consistent with the applicable Rancho Cordova design guidelines.
2. The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.
3. The architecture, including the character, scale, and quality of the design, relationship with the site and other buildings, building materials, screening of exterior appurtenances, exterior lighting and signing, and similar elements, establishes a clear design concept and is compatible with the

character of existing or anticipated buildings on adjoining and nearby properties.

4. The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.

The City can make these findings regarding the Project as follows:

A. The Project is Consistent With Applicable Provisions of the City's Planning Documents and Guidelines

The Project has been designed with all applicable planning documents and guidelines in mind. Due to its nature as an existing, legal nonconforming use, some of the zoning and design guidelines are not applicable to this type of structure and use. However, as set forth in Section A of this letter, the Project is consistent with the applicable zoning code provisions which address nonconforming uses. Further, as explained below, in Section III of this letter, the Project is consistent with the City's General Plan and actually supports many of the important land use and infill development policies and goals adopted by the City. Regarding the City's design guidelines, the project team has developed an analysis of the Project's consistency with the applicable design guidelines in a separate document which identifies the applicable guidelines and provides a response detailing the Project's consistency. This technical analysis of the design guidelines is attached hereto as **Attachment B**.

B. The Design of the Project is Suitable for the Neighborhood and Community

The Project is developed with a distinct design concept which includes an architecturally and visually interesting purple wave shade structure to add flair and interest to the drive-through building portion of the car wash. This design is further enhanced by a landscape plan which beautifies the portions of the site that will remain open land to ensure that the entire parcel is visually appealing. The Project improves what is currently a vacant, dirt lot in the existing commercial center. By committing to constructing a unique and visually interesting car wash, the Project avoids duplicating a standard building and, instead, will enhance the character of the community while developing underutilized land. The design approach is consistent with the purposes of the building and the site.

C. The Design of the Project is Compatible with the Neighboring Buildings

The Project will construct a car wash called the Royal Wave, which will be branded with the color purple and the purple wave will be physically encompassed in the unique shade structure designed to accompany the car wash building. These architecturally interesting features of the Project are unique and appealing and have been developed to present a clear design concept. However, while this Project will stand out from standard car washes due to its architectural design components, the project is still designed to be compatible with the existing commercial center. The building is single-story and the shade structure hugs the building, which maintains the scale of the Project to be a smaller building on the outskirts of the commercial

center, which has large-scale grocery buildings in the center. The Project has been landscaped and had a lighting plan designed which will meld the property into the existing commercial center, where it will serve as an overall improvement to the center rather than an outlier or disjointed structure.

D. The Project Does Not Create Conflicts with Vehicular, Bicycle, or Pedestrian Transportation

The Project is designed to avoid impacts to bicyclists and pedestrians while routing vehicles through an area already designated to contain vehicular travel. The Project does not cut off or interfere with bike lanes or pedestrian travel routes from the public sidewalk into the commercial center. There are protected pedestrian travel routes through the Project. However, the Project's footprint is bordered by vehicle lanes to the east and west with a parking lot to the north, so there is no destination which would require pedestrians to travel through the Project. Finally, the vehicular travel to the project is designed to route cars through existing vehicular travel routes on existing vehicle lanes and the parking lot, thereby avoiding impacts with pedestrian or bike routes.

III. THE PROJECT IS CONSISTENT WITH THE CITY'S GENERAL PLAN

Rancho Cordova has adopted many policies and goals in the General Plan which encourage the growth of business opportunities in the community and the development of underutilized or vacant lots within existing, developed communities. The Project fits squarely within the scope of projects encouraged by these General Plan policies, including policies for the Countryside/Lincoln Village Planning Area, as follows:

Land Use Policy 2.3 - Encourage the clustering of similar uses into areas or districts that have common needs and that are compatible with one another, in order to maximize their efficiency and identity for Rancho Cordova

The Project is located within an existing commercial center where customers travel, predominantly by vehicle, to buy groceries, pick up a quick meal, or purchase gas for their vehicles. The expansion of the existing car wash will fit within the character of this commercial center. Customers already use the existing car wash, and the Project will expand this offering to better serve the community with upgraded technology. This use is consistent with the existing businesses in this commercial center and offers an efficient service to customers who are already traveling here for one of the other businesses.

Land Use Policy 5.1 - Improve the character and quality of existing development through the revitalization of blighted and underutilized development.

Land Use Action 5.1.1 - Encourage the upgrading, beautification, revitalization, infill development, and appropriate reuse of existing commercial areas and shopping centers.

The commercial center where the Project is located has been in existence for some time, but two (2) vacant lots remain. The current grocery stores, quick serve restaurants, and the gas station are established in the community. By expanding the car wash onto one of the currently vacant lots, the Project will improve the character of the existing commercial center by upgrading, beautifying, and revitalizing this dirt lot into a new and visually exciting development. The fresh construction of the Project will breathe new life into this commercial development and could potentially encourage another developer to improve what would be the last remaining lot in this commercial center.

Countryside/Lincoln Village Planning Area Policies - This Planning Area establishes the priority for reinvestment, enhancement, and improved connectivity of this existing community ... Along Old Placerville Road and Rockingham Drives, target land uses include a variety of office and commercial mixed-use developments. (General Plan, II. Land Use, p. 51.)

Economic Development Goal 2 – Encourage expansion of retail and services to meet local and regional demands and generate tax revenues for the City.

This economic development goal calls for the City to encourage the expansion of services to meet local consumer demands and general tax revenues for the City. The Project fulfills this goal because it is an expansion of a business to provide a service to local and regional consumers for car washing. The nearest existing full-service car washes are all several miles away and mostly in Sacramento and outside Rancho Cordova's city limits. This project would expand this commercial service for local and regional consumers, while drawing tax revenue for this City, rather than Sacramento.

Economic Development Goal 7 - Promote infill development that will contribute to a wide variety of commercial services, new residential and employment opportunities, governmental services, restaurants, entertainment, and cultural/recreational opportunities.

Economic Development Action 1.1.2 – Target underutilized and vacant sites throughout the City that may be more adequately suited for other uses or a combination of uses that would be vibrant and successful.

This economic development goal and action call for the City to promote the development of commercial services in areas where there are underutilized or vacant. The Project is located in an existing commercial center which still has two (2) vacant lots that are unutilized. By approving the Project, the City is fulfilling its goal of promoting infill development of

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City of Rancho Cordova

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commercial services and making vacant lots into new and vibrant businesses which will renew vigor of this existing commercial center.

Economic Development Policy 7.1 - Provide support that makes it attractive and profitable for private sector developers to produce infill development. At the same time, encourage infill development that is attractive to potential residents and beneficial to existing residents.

Economic Development Action 7.3.2 – Within the Zoning Code establish provisions that provide flexibility for infill site development.

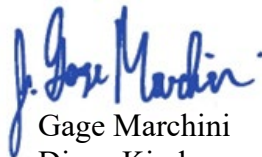
The Project is designed to be attractive and beneficial to local residents while developing what is currently a dirt lot in an existing commercial center. These economic development policies call for the City to support projects like the Project in recognition of the community benefits of development in infill areas.

IV. CONCLUSION

The Project will provide a beneficial opportunity for the City and an upgraded service for local residents. City policies allow and support the expansion of existing nonconforming uses under the circumstances present here. The findings necessary to approve a nonconforming use permit can be made and such approval is within the authority of the City's Planning Director. We respectfully request that the findings, as laid out herein, be adopted by the City and the Nonconforming Use Permit for the Project be granted.

If you have any additional questions about this analysis or the Project, please do not hesitate to contact our office.

Sincerely,



Gage Marchini
Diane Kindermann

JGM/

Attachments

cc: Client

ATTACHMENT A

**COUNTY OF SACRAMENTO
INTER-OFFICE CORRESPONDENCE**

September 1, 1998

CORRECTED MEMO

TO: Planning and Community Development

FROM: CINDY H. TURNER, Clerk
Board of Supervisors

SUBJECT: **USE PERMIT, DEVIATION, AND VARIANCE**
97-UPB-VAZ-XXB-0706 – (CORDOVA/GIVANS)
ROGER SWANSON – Applicant/Architect: TAIT & Associates- Developer:
Harwinder Bisla – Assessor's Parcel No. 068-0030-045 (por), located on the
northeast corner of Bradshaw Road and Old Placerville Road, in the Cordova
community. (Nottoli)

The Board of Supervisors, meeting in regular session on June 24, 1998, accepted the Negative Declaration as adequate and complete; approved a Use Permit to allow a primary automobile service station and a 24-hour convenience market, with two quick-serve restaurants and drive-thru window, located within 500 feet of a residential zone, and a car wash with hours from 6:00 a.m. to 10:00 p.m., on 1.26+ acres in the SC zone, with findings and conditions recommended by the Project Planning Commission and amended by the Board as follows:

Amend Condition No. 11 to read:

There shall be no outside display or advertisement of alcohol, including beer and wine. Beer and wine shall not be sold in separate single serving containers. This shall not prohibit the sale of 750 ml and larger bottles of beer and wine. The sale of alcohol shall be limited from 6:00 a.m. to midnight.

Add Condition No. 22 to read:

Signage shall be limited to 36 square feet of freestanding signs and 164 square feet of wall and canopy signage.

Add Condition No. 23 to read:

Hours of operation for the car wash shall be 6:00 a.m. to 10:00 p.m.

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Deviation

A Deviation of the roof designed clearance height to 21 feet 6 inches with a 21/2 foot fascia, per Exhibit "T", with findings and conditions set forth on the use permit.

Variance

A Variance to deviate from the total maximum sign area allowed for a primary service station from 125 square feet to 200 square feet as recommended in staff's alternative, with findings and conditions set forth on the use permit.

NOTE: This project may be considered inconsistent with General Plan Land Use Policy LU-14, which requires all new development located within one-half mile of a transit stop on a transportation corridor conform to certain density requirements. The project site is located within one-eighth mile of Bradshaw Road, a designated Feeder Line on the Transportation Plan. The subject proposal provides a floor area ratio of less than the minimum 0.4 FAR specified in the General Plan. Thus, the Board of Supervisors is the appropriate authority to determine that the minimum density specified in the General Plan is not feasible for this site.

CHT:kr

cc: Owner/applicant
County Counsel
DERA
Public Works
SIPS
Tom Manzari, Sheriff's Department

CORRECTED USE PERMIT
USE PERMIT
SACRAMENTO COUNTY

Control Number
97-UPB-VAZ-XXB-0706

Hearing Date: June 24, 1998

Assessor's Parcel No.
068-0030-045 (portion)

APPLICANT/ARCHITECT:

DEVELOPER:

OWNER:

Tait & Associates
2880 Sunrise Blvd. #206
Rancho Cordova, CA 95742

Roger Swanson
2121 Arden Way
Sacramento, CA 95825

Harwinder Bisla
1581 Del Lago Road
Yuba City, CA 95991

PERMISSION IS GRANTED TO USE THE SUBJECT PREMISES FOR THE FOLLOWING DESCRIBED USE: A Use Permit to allow a primary automobile service station and 24-hour convenience market, with two quick serve restaurants and drive-thru window, located within 500 feet of a residential zone, and a car wash on 1.26± acres in the SC zone. A Variance to deviate from the total maximum sign area allowed for a primary service station from 125 square feet as recommended in staff's alternative. A Deviation of the roof design clearance height to 21 feet 6 inches with a 2½ foot fascia per Exhibit "T".

DESCRIPTION OF PREMISES: Located on the northeast corner of Bradshaw Road and Old Placerville Road, in the Cordova community.

CONDITIONS OF APPROVAL:

1. This action does not relieve the applicant of the obligation to comply with all ordinances, statutes, regulations and procedures. Any required subsequent procedural actions shall take place within 36 months of the date on which the permit became effective or this action shall automatically be null and void.
2. This project shall be in substantial compliance with Exhibit "P" (Site Plan), Exhibits "Q-1" and "Q-2" (Building Elevations), and Exhibit "R" (Landscape Plan), and "T" (Staff Alternative Canopy Elevation).
3. Dedicate additional right-of-way of Bradshaw Road and Old Placerville Road for intersection widening to the satisfaction of the Public Works Agency. Note: There are special intersection geometrics on Fair Oaks Boulevard and Sunset Avenue.

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4. Grant the County right-of-way for Old Placerville Road, based on an 84-foot standard, and install public street improvements pursuant to the Sacramento County Improvement Standards.
5. The size, number and location of driveways shall be to the satisfaction of the Transportation Division. Driveways shall be 45 feet in width per Sacramento County Improvement Standards.
6. On site circulation shall be to the satisfaction of the Transportation Division of the Public Works Agency.
7. Lighting shall be installed in such a fashion as to not direct light into adjacent properties.
8. Project lighting levels shall be as follows: 1.5 foot-candles of minimum maintained illumination per square foot of parking surface during business hours and 0.25 foot candles of minimum maintained illumination per square foot of surface on any walkway, alcove, passageway, etc., from one-half hour before dusk to one-half hour after dawn. All fixtures are to be vandal resistant.
9. If the site is proposed at a future date to sell methanol or natural gas motor vehicle fuels, one additional tank and pump may be added at a location approved by the Planning Director.
10. On site telephone calls shall be limited to outgoing calls only.
11. There shall be no outside display or advertisement of alcohol, including beer and wine. Beer and wine shall not be sold in separate single serving containers. This shall not prohibit the sale of 750 ml and larger bottles of beer and wine. The sale of alcohol shall be limited from 6:00 a.m. to midnight
12. Parking and loitering areas that cannot be seen from the cashier's station will be monitored by the store's CCTV. The location plan of the CCTV cameras and monitors must be sent to this Bureau. Lighting will be in accordance to the needs of the cameras. One monitor will be at the cashier's station and placed so that both customers and cashier can easily view the screen. The tape speed of the CCTV will be 24-hour "real time."
13. One (1) Class II bicycle rack (holds two bicycles) for patrons shall be placed outside of the convenience store and visible from the cashier's station.
14. No video games shall be allowed on site.

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15. Landscaping berms shall not block casual viewing from the street to the cashier's station.
16. All landscaping shall comply with Sacramento County Zoning Code requirements.
17. Air and water stations, if installed, should be visible from the cashier's station.
18. Public telephones will be call-out only and placed away from the building to reduce loitering. It will also preclude someone pretending to talk on the phone and committing a "snatch and run" on a person entering or leaving the building.
19. If the drive-thru window has limited hours, barriers should be in place to prohibit loitering in the driveway to the window. A CCTV camera can be substituted for the barriers.
20. Provide drainage easements and install facilities pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Drainage Ordinance, and Sacramento County Improvement Standards, including any fee required by Ordinance No. 1 of the County Water Agency.
21. Off site drainage improvements and easements shall be provided pursuant to the Sacramento County Floodplain Management Ordinance, and the Sacramento County Improvement Standards.
22. Signage shall be limited to 36 square feet of freestanding signs and 164 square feet of wall and canopy signage.
23. Hours of operation for the car wash shall be 6:00 a.m. to 10:00 p.m.

FINDINGS:

1. The request is consistent with the Sacramento County General Plan Map in that the requested use is consistent with Commercial and Office designation.
2. The project is consistent with the Cordova Community Plan and Text.
3. The application of LU-14 for the subject property is not a viable option in that the property is zoned for commercial uses that are not anticipated to generate transit ridership.

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4. The proposed project is located on a designated thoroughfare (Bradshaw Road) where the use should have an insignificant impact on traffic and area neighborhoods.
5. Identified environmental effects and suggested mitigation measures have been taken into consideration in the recommended actions and conditions of approval.
6. The canopy design is consistent with the approved shopping center to be constructed on the surrounding property. However, architectural consistency with the center could be achieved with a 21-foot, 6-inch canopy as staff has recommended.
7. The proposed sign Variance is inconsistent with previously approved co-branded automobile service stations and could set a precedent for future co-branded sites in the County, if approved.
8. Staff has identified no effects from the proposal which would result in a significant detrimental impact on adjoining or neighboring properties, if the conditions as recommended by staff, are adopted.

ENVIRONMENTAL DOCUMENT: Negative Declaration

CAUTION: THIS USE PERMIT IS OF NO FORCE AND EFFECT UNTIL THE EXPIRATION OF A 10-DAY APPEAL PERIOD FROM AND AFTER THE DATE OF THE HEARING ON THE USE PERMIT.

THIS ACTION DOES NOT RELIEVE THE APPLICANT OF THE OBLIGATION TO COMPLY WITH ALL ORDINANCES, STATUTES, REGULATIONS AND PROCEDURES. ALL COSTS INCURRED BY THE COUNTY TO ENFORCE THE CONDITIONS LISTED IN THIS PERMIT SHALL BE THE RESPONSIBILITY OF THE PERMIT HOLDER AND/OR PROPERTY OWNER. THE ABOVE USE WILL NOT BE CONDUCTED TO CONSTITUTE EITHER A PUBLIC OR PRIVATE NUISANCE. VIOLATION OF ANY OF THE FOREGOING CONDITIONS WILL CONSTITUTE GROUNDS FOR REVOCATION OF THIS PERMIT.

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BUILDING PERMITS ARE REQUIRED IN THE EVENT ANY BUILDING IS PLANNED. A CONDITIONAL USE PERMIT, IF NOT USED FOR THE PURPOSE FOR WHICH IT WAS GRANTED, SHALL LAPSE AND SHALL BECOME VOID THREE YEARS FOLLOWING THE DATE ON WHICH THE PERMIT BECAME EFFECTIVE, UNLESS BY CONDITION OF THE PERMIT A GREATER TIME IS ALLOWED, OR UPON THE EXPIRATION DATE OF A VALID BUILDING PERMIT OBTAINED AFTER THE GRANT OF THE CONDITIONAL USE PERMIT, WHICHEVER DATE IS LAST TO OCCUR.

SACRAMENTO COUNTY BOARD OF SUPERVISORS

By 
Cindy H. Turner, Clerk
Board of Supervisors

Building Inspection
Public Works
Environmental Health
Planning Department

ATTACHMENT B

RANCHO CORDOVA DESIGN GUIDELINES

Introduction; This consistency analysis discusses only the provisions of the Rancho Cordova Design Guidelines which are applicable to the Project; This is limited to the following chapters and sections;

Chapter 2: Community Design

Site Design

Connectivity and Circulation

Vehicular

Pedestrian

Bicycle

Between Uses

Landscaping

Parking

Sustainable Development

Urban Runoff

Solar Access, Energy Efficiency, and Green Buildings

Lighting

Architecture

Style and Design Details

Building Materials and Colors

Compatibility

Chapter 3: Commercial and Commercial Mixed Use

Site Design

Circulation

Public Spaces and Pedestrian Amenities

Building Placement and Orientation

Architecture

Style and Design Details

Commercial Facades

Chapter 2: Community Design

SITE DESIGN

CONNECTIVITY AND CIRCULATION

VEHICULAR DESIGN OBJECTIVE

1. Circulation systems shall be designed to avoid conflicts between vehicular, bicycle, and pedestrian traffic. Development should be based on the street grid “Main Street” concept that allows for on-street parking in front of buildings, provides meaningful pedestrian areas in front of shop fronts and businesses, and parking consolidated behind, under, or within the building.

Consistency Analysis: The Project has been designed to avoid conflicts between vehicular, bicycle, and pedestrian traffic. The routes of pedestrian and bike travel into the existing commercial center are not impacted by the vehicle travel to the Project;

While there is no use on the proposed carwash portion of the project that is specifically for pedestrians and it is not anticipated that customers will travel by bike to a carwash facility, a safe and accessible path of travel to the carwash building is provided from Old Placerville without crossing the entrance path into the wash and on-site from the ADA parking space in the northwest corner of the site. The carwash has been placed as close to the street as possible but due to its size and orientation there are limits to where it can be located on this property. The parking has been set back from the street as much as possible. There is no on-street parking proposed as customers traveling to the Project are anticipated to be driving through the car wash and parking at the vacuum stalls on the interior of the project site;

2. Where parking fields are used, they shall be designed with features that buffer opposing modes from one another to create a safe environment, such as:
 - Pedestrian paths separated from the roadway by a change in grade and/or landscaping;
 - Changes in paving type and/or color;
 - Special signage directing traffic and alerting drivers to potential conflicts.

Consistency Analysis: The Project does not use parking fields. Parking is provided for the Project through the vacuum and EV charging stalls. A safe and accessible path of travel to the carwash building is provided from Old Placerville without crossing the entrance path into the wash and on-site from the ADA parking space in the northwest corner of the site. In both cases, the paths are surrounded by attractive landscaping. Appropriate safety signage will be proposed to identify where customers should enter and exit.

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Rancho Cordova Design Guidelines

Project Consistency Analysis

3. Service and loading functions shall be integrated into the circulation pattern in a manner that minimizes conflicts with vehicles and pedestrians.

Consistency Analysis: Loading and deliveries will be from the existing commercial center's parking field which is located away from the pedestrian paths of travel. This is not a retail facility being proposed and as such does not have the delivery demands of a retail facility.

4. Redundant circulation that unnecessarily reduces the amount of site available for landscaped areas shall be minimized.

Consistency Analysis: The proposed circulation is not redundant. It proposes the minimal turning and access patterns needed for proper operation of the proposed use.

5. Circulation routes shall focus upon primary points of ingress and egress.

Consistency Analysis: The circulation routes focus upon primary points of ingress and egress which are from the interior of the shopping center on the north and to enter the lot and to the common drive aisle on the east for the exit.

6. Simplify and consolidate circulation systems by:
 - Consolidating access points serving adjoining sites;
 - Minimizing curb cuts along the public streets;
 - Providing connections between adjacent development; and
 - Accessing parking from alleys or common driveways.

Consistency Analysis: The Project does not add any additional access points from the public street so there are no curb cuts. The Project is accessed from existing access points and connections that are integrated with the existing adjacent development.

7. Consider using a traditional street grid within projects; replicate and/or extend the street grid of adjacent developments and neighborhoods. A grid of public streets, driveways, and pedestrian connections should be designed to accomplish the following:
 - Create smaller blocks and more walkable projects;
 - Create active sidewalk environments along streets;
 - Orient buildings along streets and public sidewalks to create a more urban environment;
 - Provide proximity and linkages between different types of development in neighborhoods and mixed-use areas.

Consistency Analysis: The Project does not have internal street grids as addressed by this guideline. However, the Project is integrated into the existing internal street grid of the existing commercial development center.

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Rancho Cordova Design Guidelines

Project Consistency Analysis

PEDESTRIAN DESIGN OBJECTIVE

1. Consider the use of traffic calming designs and features that reduce the length/distance of pedestrian street crossings (i.e. bulb outs, bollards, etc.).

Consistency Analysis: There are no pedestrian street crossings involved in the Project as there are no internal streets in the carwash. However, internal pedestrian paths and crossings avoid vehicular traffic and are as short as reasonably practicable;

2. In larger vehicular parking areas, include sidewalks between rows of parking for separated pedestrian circulation to and from the activity centers.

Consistency Analysis: The Project does not have a large vehicular parking area. Due to the size of the carwash and the need for vacuum stalls to support the operation, it is not possible to add a sidewalk between the rows of parking spaces.

3. Sites shall be designed such that there are few conflicts with vehicular traffic. This may be done through the use of:
 - A change of paving and special signage and lighting that clearly delineates a pedestrian crossing;
 - A grade separation between the pedestrian and vehicular realm;
 - Separation through landscaping;
 - Bollards;
 - Other forms of separation that meet the intent of this guideline;
 - Building placement that provides direct access between the sidewalk and building entrance.

Consistency Analysis: A safe and accessible path of travel to the carwash building is provided from Old Placerville without crossing the entrance path into the wash and on site from the ADA parking space in the northwest corner of the site. In both cases, the paths are surrounded by attractive landscaping and clear paving and grade separation which delineate the pedestrian and vehicular paths.

4. Emphasize pedestrian access points so they do not appear hidden or perceived as afterthoughts. On-site pedestrian connections should include design cues to help demarcate the transition between public and private spaces, such as changes in
 - Colors;
 - Materials;
 - Landscaping;
 - Dimensions of the space.

Consistency Analysis: A safe and accessible path of travel to the carwash building is provided from Old Placerville without crossing the entrance path into the wash and on site from the ADA parking space in the northwest corner of the site. In both cases, the paths are

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Rancho Cordova Design Guidelines
Project Consistency Analysis

surrounded by attractive landscaping and clear paving and grade separation which delineate the pedestrian and vehicular paths;

5. Projects shall provide continuous sidewalks/walkway system through the following techniques:
 - Provide sidewalks/walkways along all perimeter and internal streets;
 - Connect to the public sidewalk system at multiple points along each street frontage
 - Continue the trail system to the property boundary to connect to existing development or to allow future connections when adjacent properties develop;
 - Provide a continuous path from the primary entrance of all buildings to the public sidewalk system;
 - Provide minor pedestrian pathways through buildings (covered or uncovered).

Consistency Analysis: The Project provides continuity to the public sidewalk system and does not interfere with the surrounding pedestrian walkway system connecting the public sidewalk to the commercial center.

6. Create natural, easy to utilize connections between residential neighborhoods and neighborhood/village centers.

Consistency Analysis: The project connects to Old Placerville via the shopping center's access drive. Once entering the public right-of-way and sidewalk system, people may travel to additional Village Centers and residential neighborhoods in the vicinity. The Project provides continuity to the public sidewalk system and does not interfere with the surrounding pedestrian walkway system connecting the public sidewalk to the commercial center.

7. Provide pedestrian amenities that increase safety and comfort as follows:
 - Include area for people to sit, relax, and watch the goings-on of the area;
 - Illuminate walkways leading to parking areas;
 - Identify pedestrian routes with grade-separated pathways, use of special pavers, scored surfaces, planter strips and/or bollards;
 - Provide additional sidewalk width at building entries;
 - Provide weather protection along buildings and along primary walkways to building entrances (awnings, building overhangs, free-standing shelters, canopy trees over walkways, etc.).

Consistency Analysis: The Project does not involve pedestrian uses as it is a carwash. However, pedestrian safety and comfort has been increased with design components of the Project. Illumination of the lot will help identify pedestrian routes through proposed site lights and building lights. The paths are surrounded by attractive landscaping that assist in.

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Rancho Cordova Design Guidelines Project Consistency Analysis

identifying the paths; Multiple awnings have been proposed for weather protection at the two rows of vacuum spaces and three entrance lanes of the carwash;

8. The City encourages the use of “urban sidewalks” along intense development (i.e. commercial uses, portions of the Downtown, etc.). The minimum width for such sidewalks is 10 to 12 feet, given the constraints of the site. Where restaurant uses provide seating along the sidewalk, the minimum width should be 15 feet to ensure adequate space for pedestrian circulation and enable comfortable seating. “Urban sidewalks” include street trees with grills between the roadway and the buildings to help define the street edge; however the sidewalk is not separated from the roadway by a planter strip.

Consistency Analysis: The Project is not an intense development; The sidewalks are proposed at six feet which is consistent with the design standards for internal walkways;

PEDESTRIAN DESIGN STANDARDS

1. Per the Pedestrian Design Guidelines, all sidewalks shall be designed and maintained at a minimum width of:
 - 5 feet where the sidewalk is separated from the roadway
 - 7 feet where the sidewalk is not separated from the roadway
 - 8 feet in front of schools, universities, hospitals, and commercial and mixed-use development.
2. All walkways internal to the site (and not part of the public right-of-way) shall be a minimum of 6 feet in width.

Consistency Analysis: All walkways are internal to the site (and not part of the public right-of-way) and are proposed as 6 feet in width;

3. Illumination of walkways shall be concentrated along the pedestrian paths leading to parking areas and in the specific areas where cars are parked.

Consistency Analysis: The proposed pedestrian paths are illuminated pursuant to the Project's lighting plan; The paths are flanked by landscaping which includes illumination along the paths;

BICYCLE DESIGN OBJECTIVE

1. For new subdivisions, master planned communities, and specific plan areas, incorporate bicycle routes into the overall design of the community through the use of both on- and off-street routes and trails.

Consistency Analysis: This standard does not apply;

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2. The project site should be connected to the Citywide bikeway system.

Consistency Analysis: The Project borders Old Placerville Road, which includes a Class II Bike Lane. The Project is connected to the bike system through inlets to the commercial center from Old Placerville Road.

3. Provide a linked system of bicycle paths throughout the project site by:
 - Provide direct connections to regional bicycle system (streets with bike lanes, open spaces with bike paths, etc.);
 - Bicycle routes shall continue to the property boundary to connect to existing systems on adjacent development or to allow future connections when adjacent properties develop;
 - Provide bicycle facilities as part of roadways/driveways with painted lanes and signage or provide a separate bicycle path system.

Consistency Analysis: The Project does not contain internal roadways for linked bike paths. However, bikes can cross through the Project via the pedestrian path of travel. Further, the Project does not impede or interfere with bicyclists' access to the surrounding commercial center.

4. Bicycle racks shall be located conveniently for the user in proximity to entrances and shall not obstruct the pedestrian right-of-way.

Consistency Analysis: Bike racks will be installed on the project site and do not obstruct the pedestrian right of way. It is anticipated that the users will be employees because customers are not expected to travel by bike to a carwash facility.

BETWEEN USES DESIGN OBJECTIVES

1. Include on-site pedestrian access to open space, parks, and neighboring residential and non-residential uses through the use of trails and other connectors.

Consistency Analysis: The proposed pedestrian path of travel leads to the city's sidewalk system, which connects to neighboring uses through the sidewalk system. There are no additional open spaces, parks, or trail connectors adjacent to the Project site to connect to.

2. Development should minimize the use of walls or other barriers that limit the connections between uses.

Consistency Analysis: No walls or other barriers to connections between uses are proposed.

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3. Create meaningful public spaces and buildings that form a dialogue between uses and promote interactions.

Consistency Analysis: The carwash use complements the shopping center uses as well as provides a convenient service for the community. Customers shopping at the center can also get their car washed without traveling again on city streets. The Project is incorporated into the commercial center and provides access through the site.

LANDSCAPING DESIGN OBJECTIVE

1. Landscaping should be provided along/against building facades facing the parking lot, street, or public plaza as a way of anchoring it to the surrounding environment, to soften the appearance of the structure, and to reduce the overall scale and massing of the structure. This can be done through the use of intermittent planter areas, potted plants, climbing vines along planters and building with shrubs at the base, and/or in-ground plantings.

Consistency Analysis: The landscaping as proposed is visually stimulating and brings attention to the site with eight new trees added. The entrance to the carwash is well screened from the Old Placerville viewpoint with trees and shrubs, and this treatment is duplicated at the exit of the carwash, providing softening from the viewpoint of the shopping center. Shading is provided at more than the minimum required at 13,070 sq ft.

2. Landscaping treatments should help anchor the corner of buildings, enhance the pedestrian environment, and establish continuity along landscaping corridors. Done well, attention to landscape design and detail will establish project identity.

Consistency Analysis: The landscaping as proposed creates a focus at the street-facing building elevation, and the pedestrian path of travel is flanked by landscaping. Continuity of landscape theme continues at the exit to the car wash and along the perimeter of the property.

3. Parking lot shade shall be provided in accordance with the City's Zoning standards. Planters shall be designed sufficient to accommodate projected growth of the shade trees. The City encourages planter rows with pedestrian walkways in larger parking areas.

Consistency Analysis: Shading is provided at more than the minimum required at 13,070 sq ft.

4. Site and street trees used for shading and screening purposes should be broad branching, with mature canopy spread of 40 feet and a high canopy to allow visibility of buildings.

Consistency Analysis: For the new trees proposed, the selected species, Chinese Pistache, meet this criteria.

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5. For security purposes, openings should be incorporated into the landscape design to provide clear views into the site. Landscaping should not create a solid, uninterrupted barrier, visually or physically, as this can become a safety hazard for pedestrians.

Consistency Analysis: The proposed landscaping does not create a solid uninterrupted barrier. It is a combination of trees, shrubs, and ground cover that was designed with CPTED principles allowing for visibility throughout the property.

6. A well colored, varied, complementing pallet of native plantings shall be used within the site.

Consistency Analysis: The plantings offer a variety of colors including Chinese Pistache, shrubs such as Dwarf Strawberry Tree, Red Yucca, and California Holly. Grasses such as Regal Mist, Pink Muhly Grass, and ground cover such as Baby Sun Rose and Dymondia.

PARKING DESIGN OBJECTIVE

1. Parking areas should not create a separation between adjoining land uses/buildings with symbiotic relationship to the proposed development. Pedestrians should have the opportunity to freely move between adjacent projects without having to cross large parking fields.

Consistency Analysis: The proposed parking area is fairly contained in one area of the lot and this does not disrupt with the flow of traffic from the surrounding shopping center into or out of the site. The proposed use is not a pedestrian use but there are pedestrian routes through and around the Project which provide access to the commercial center.

2. Building placement/orientation and parking design should maximize opportunities for pedestrian and vehicular circulation between adjacent sites, such as joint access easements and common driveways and reduce potential conflicts. Accomplish this by:
 - Sharing driveways between adjoining sites;
 - Connecting to a driveway of an adjoining site where available;
 - Continuing internal driveway to the shared property line of the adjoining site to allow future development the opportunity for shared access and circulation.

Consistency Analysis: The project shares a driveway with the surrounding shopping center. Further, there is connectivity between the shopping center and the subject property with the entrance lanes for the carwash.

3. All surface parking areas should be divided into smaller units dispersed throughout the site to decrease visual impacts associated with large expanses of pavement and vehicles, and to facilitate safe and efficient pedestrian

movement between parking and development. Pedestrian connections between the parking areas and buildings of the project shall be included. The City strongly discourages parking that faces/abuts a public street intersection. Small parking field design can be accomplished by:

- Designing primary driveways as “streets” with sidewalks, landscaping, building edges, lighting and other streetscape elements to create a street grid through the project;
- Locating parking lots to the rear or side of buildings and avoid placing parking areas at street corners;
- Minimizing the expanse of continuous uninterrupted parking spaces, and mitigate with planted areas of trees and other landscaping;
- Providing direct, convenient and pleasant pedestrian pathways within parking areas and clearly linking the bulk of parking spaces to building entries, streets and transit stops;
- Considering placing buildings at or close to the street right-of-way to maximize convenience of pedestrian and transit users.

Consistency Analysis: The Project provides a small area of parking stalls for vehicle vacuums and EV charging, which are located away from street corners and are integrated into the site's design to avoid an expanse of parking by providing a border of landscaping and a visually interesting purple wave shade structure. There is a safe pedestrian path through the Project;

4. On-street parking is encouraged as a way to meet project parking demand.

Consistency Analysis: There is no on-street parking on this section of Old Placerville Road. All parking requirements are met on-site.

5. Residential uses should not be negatively impacted by commercial activities. Buffer residential units from parking lot by:
 - Providing a landscaped screen with a minimum height of 3 feet (berm, hedge, wall or other);
 - Providing a minimum ten-foot width landscaped area between paved areas and residential units with access points as appropriate for circulation.

Consistency Analysis: There are no adjoining residential units;

6. Consider the following alternatives for traditional surface parking lots on project sites:
 - Provide on-street parallel or diagonal parking along “Main Street” style roads;
 - Parking structures;
 - Tuck-under or underground parking;

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- Shared parking between users with different peak parking needs;
- Transit access, which reduces parking need;
- Parking credits to reduce the overall scale of a project's parking needs.

Consistency Analysis: All parking requirements are met on site. The proposed use as a car wash allows parking requirements to be met through the designed stalls for vehicle vacuuming and EV charging stalls.

7. The use of parking structures is encouraged for large developments. Parking structures may also be used to consolidate all of the parking needs between a group of sites that are interconnected with pedestrian pathways and access. When parking structures are developed, the City encourages first floor retail incorporated into the garage along the street. Where no ground floor uses are incorporated, the parking structure shall be setback a minimum of ten feet from the street and screened from view with dense landscaping.

AVOID:

- Uninterrupted rows of parking spaces without landscaping
- Large parking fields and parking between streets and buildings
- The appearance of massive seas of parking

Consistency Analysis: This standard is non-applicable as this is not a large development.

URBAN RUNOFF DESIGN OBJECTIVE

1. The amount of impervious surface on each site should be minimized. The City encourages the use of permeable and semi-permeable paving surfaces, landscaping, rooftop gardens, etc., on areas not occupied by buildings or other hard surfaces.

Consistency Analysis: The amount of impervious surface has been minimized to the greatest extent possible, but due to the size and shape of the property and the size, shape, and orientation of the main structures, it is not possible to create further permeable surface area.

2. Paving in pedestrian areas should be slightly sloped into landscaped areas that are large enough to absorb the run-off from the paved areas and any building runoff that flows onto them. Run-off from buildings (i.e., gutters/downspouts) should flow directly into landscaping (i.e., rain gardens).

Consistency Analysis: The site is designed to direct surface flow into landscaped areas, either through grading and channels or via downspout connections to the stormwater system.

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3. Run-off from parking and other vehicular areas of the site should be filtered or otherwise purified to prevent contamination of the natural environment (i.e. groundwater).

Consistency Analysis: Stormwater.run_off.from.parking.and.other.vehicular.areas.of.the.site.shall.be.routed.through.treatment.facility.or.other.appropriate.trash.capture.device;

4. Irrigation of landscaping should only be directed onto the landscaping. Spillover onto hardscape shall be minimized to the maximum extent feasible.

Consistency Analysis: Irrigation.has.been.designed.be.directed.only.onto.the.landscaping;

5. Detention basins and drainage channels shall be designed as integral components of the development that appear natural in formation. They should, at the minimum, be passive open space features that can be accessed by the public (i.e. small lake or pond). Consider working with the parks provider to incorporate drainage features into the design of active open space areas (i.e. soccer fields), overflow parking areas, or other innovative use of these facilities that are wet for a few months of the year.

Consistency Analysis: Detention.is.not.anticipated.to.be.required.for.this.project.as.the.new-replaced.impervious.area.is.anticipated.to.be.under.one.acre;

SUSTAINABLE DEVELOPMENT > SOLAR ACCESS, ENERGY EFFICIENCY, AND GREEN BUILDINGS

1. Orient the design of the site to take advantage of solar access. For optimum solar conditions, the longest side of a building should face south (within 20 degrees of due south) and have relatively clear access to the sun.

Consistency Analysis: Unfortunately? due. to. the. size. and. shape. of. the. lot. and. the. surrounding.paths.of.travel?orientation.of.the.main.structure.having.the.long.elevation.faced.the.south.is.not.possible;

2. Plazas and other pedestrian hardscapes should be shaded with trees and other pedestrian shading devices (i.e. canopies, awnings, umbrellas).

Consistency Analysis: Shade. trees. and. awnings. over. parking. and. vacuum. areas. are. provided.throughout.the.property;

3. Building windows, especially those above the second floor and facing southern and westerly directions, should be treated or otherwise designed to increase energy efficiency for the building while still maintaining the architectural integrity of the building and quality design of the site. Ground floor windows and those facing onto pedestrian walkways shall still allow pedestrians to view inside the building with relative ease.

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Consistency Analysis: The main structure and other structures on the property will be designed to the California 8688 Green Building Code; Windows will be energy efficient models;

4. The City encourages the use of solar arrays or other types of solar-based energy generation into all new roofing structures. Consider the pitch of roofs and orientation of the building when designing the project so as to maximize solar energy generation.

Consistency Analysis: Solar is proposed on the canopy over the pay stations and along the entire carwash tunnel;

5. Consider the use of green roofs or other innovative methods of reducing impervious areas and heat islands on project sites.

Consistency Analysis: The Project has been designed with an architecturally interesting purple wave shade canopy covering much of the impervious area;

6. Consider using LEED, LEEP, or similar standards and thresholds to improve overall site and building quality in terms of energy efficiency and renewable resources.

Consistency Analysis: The main structure and other structures on the property will be designed to the California 8688 Green Building Code;

LIGHTING DESIGN OBJECTIVE

DESCRIPTION: Primary purpose of site lighting is to provide minimum lighting levels for security purposes in pedestrian and parking areas. Centers are places with daytime and often nighttime activities. Site lighting should not detract from the overall appearance of the site. It should not contribute to "light pollution" and should not negatively affect surrounding uses. Lighting should be designed to satisfy both functional and decorative needs and should relate to the pedestrian user. Storefront lighting should complement to architectural style of the building while providing illumination of building facades and entrances.

1. Exterior lighting shall be designed as an integral part of the building and landscape design. Lighting fixtures shall be architecturally consistent with the overall site design and character. Creativity in fixture design is encouraged.

Consistency Analysis: The lighting fixtures have been selected to be consistent with the overall site design and character;

2. Lighting in parking areas shall be limited in scale (height) and shall be of a design that is consistent with the overall site architecture and style.

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Consistency Analysis: The site lighting and awning fixtures have been selected to be consistent with the overall site design and character. The overall height of the site lights is sixteen feet;

3. Limit the amount of site lighting to reduce overall light pollution generated by the project. Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.

Consistency Analysis: The number of proposed fixtures has been reduced down to the minimum necessary to provide safe lighting but still reduce light pollution by shielded fixtures;

4. In general, the location of lighting should respond to the anticipated use and not exceed the amount of illumination required by users, such as:
 - Pedestrian-scaled lighting along walkways through parking lots;
 - Fixtures concealed or integrated into the design of buildings and site landscaping, walls and stairs;
 - Regular and consistent spacing of compatible lighting fixtures to reinforce visual order

Consistency Analysis: The number of proposed fixtures has been reduced down to the minimum necessary to provide safe lighting for the anticipated use but still reduce light pollution by shielded fixtures;

5. Building lighting shall be directed onto the facade, entrance areas of buildings, or onto pedestrian pathways only as a way to increase site safety and accentuate the architecture of the building without creating or otherwise contributing to light pollution.

Consistency Analysis: The selected fixtures are all shielded to help confine light throw to the property;

6. Light fixtures taller than six feet should be separated from trees that have canopies between 20 and 30 feet by a minimum distance of 20 feet. This is intended to reduce potential damage to the light fixture and minimize the need to prune the tree in order to maintain adequate down lighting from the fixture. The City is willing to consider other design solutions that meet the intent of this guideline.

Consistency Analysis: Wherever possible, this separation criteria has been applied;

DESIGN STANDARDS:

1. In order to minimize light trespass on residential properties directly abutting a multi-family site, illumination measured at the nearest residential property

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line shall not exceed the moon's potential ambient illumination of one-tenth foot-candle.

2. The maximum height for all freestanding light fixtures on private property shall be 18 feet from finish grade.
3. The following types of lighting are prohibited:
 - Overly bright or excessive lighting
 - Lighting which spills into residential areas or onto adjacent street rights-of-way
 - Light poles that obstruct pedestrian traffic
 - Security spotlight (except in loading areas and building entrances)
 - Moving, flashing, or animated lighting

Consistency Analysis: The property does not abut residential property. The maximum height of the proposed site lights is sixteen feet. Lighting throw is confined to the site by shielded fixtures. No types of prohibited lights are proposed.

ARCHITECTURE > STYLE AND DESIGN DETAILS

1. Projects shall include quality, timeless architecture that incorporates an identifiable architectural style. That style is reflected in the form, features, and finishes on all building elevations and all sides of the building shall feature consistent architectural detailing and features. No side of the building shall be ignored. Architectural treatments for multi-story buildings shall be provided to help break the massing and communicate uses a difference in uses between the floors. Building massing, orientation, setbacks, and design details of project buildings should reinforce street "edges" adjacent and internal to the site and establish a street "grid."

Consistency Analysis: The main structure is designed with unique features such as the wave element that ties in with the brand and the overall style was also chosen with an eye toward consistency with the adjacent shopping center with materials including stucco and CMU in compatible colors. The Project has been designed to reinforce the existing internal street paths from the main road into the existing commercial center. The Project itself does not have internal roads.

2. The form, design, and materials of the roof shall be architecturally consistent with the overall site design and shall reflect and be proportionate to the overall building mass and style.

Consistency Analysis: The roof is designed with an eye toward consistency with the adjacent shopping center. The southern facing end of the car wash which faces the street is designed with varying height parapet for interest.

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3. Multi-story buildings shall have a clearly defined base and roof edge so that the façade has a distinct base, middle, and top at a scale that relates to an individual person.

Consistency Analysis: The.Project.is.a.single_story.building;

4. Storefronts should promote a sense of entry into the structure as well as provide a sense of shelter. This can be achieved by incorporating elements such as
 - Overhangs;
 - Canopies;
 - Awnings;
 - Recesses;
 - Transparent surfaces that a pedestrian can easily look through (i.e. windows with at least 80 percent light transmission that are framed with trim).

Consistency Analysis: The.Project.does.not.involve.a.traditional.»storefront«.due.to.the.nature.of.a.carwash;.However,the.entrance.is.clearly.identified.by.the.canopy.and.framing;

5. Main building entries shall be accented with strong architectural definition to attract pedestrians. Secondary entrances should have minor detailing that adds architectural distinction to that portion of the façade. Entryways should be accentuated from the overall building façade by:
 - Differentiated roof, awning, or portico;
 - Use trim details to accentuate the opening;
 - Project or recess entries from their surrounding building façades;
 - Detailed doors and doorway with: ornate hardware, transoms, sidelights, trim details, and framing;
 - The use of windows within entry doorways equivalent in size to 50 percent of door surface area is encouraged;
 - Providing decorative nighttime lighting.

Consistency Analysis: .Because.the.proposed.use.is.a.carwash?and.therefore.has.no.areas.where.customers.can.be.in.the.interior.of.the.building?there.are.no.pedestrian.entries;.The.employee_only.entries.include.bronze_colored.trim.and.each.door.has.a.transom?and.the.main.material.is.glass;.Building.light.fixtures.are.proposed.that.complement.the.design.of.the.building;.The.entrance.to.the.carwash.is.accentuated.through.use.of.a.purple.wave.canopy.area;

6. The use of security grills at windows and doors is highly discouraged. Where used, they should be hidden or otherwise concealed from public view.

Consistency Analysis: No.security.grills.are.proposed.at.doors.and.windows;

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7. Buildings have more than one or two sides. All sides of the building shall be addressed with architectural and façade elements. This includes the use of awnings, bulb outs, reliefs, and fenestrations to add distinction to the façade of the structure.

Consistency Analysis: All.sides.of.the.main.building.and.trash.enclosure.feature.the.same.architectural.theme; Awnings.are.used.at.the.entrances.and.over.parking.spaces;

8. Roofing should be unique and add character and style to the building

Consistency Analysis: The.roof.line.facing.the.street.at.Old.Placerville.is.designed.with.varying.roof.parapet.heights;

ARCHITECTURE > BUILDING MATERIALS AND COLORS

1. Exterior finish materials should be appropriate for an architectural style or theme of the building and should contribute towards a high-quality image. Exterior materials and architectural details should relate to each other in ways that are traditional and logical. For example, heavy materials should appear to support lighter ones. Materials should be varied to provide architectural interest.

Consistency Analysis: The.exterior.finish.materials.are.designed.to.present.a.consistent.theme.and.style.of.the.building.which.support.the.Project's.branding.as.Royal.Wave.Carwash; The.exterior.materials.carry.consistent.colors.and.material.choices.throughout.which.support.architectural.interest?including.the.purple.wave.canopy.themes;

2. Use quality wall materials to establish a single clearly dominant material and finish. The following materials are preferred:
 - Plaster;
 - Brick;
 - Stone;
 - Tile;
 - Wood or hard-board siding (shiplap or board-and-batten). Shiplap should be installed without visible joints of underlying board materials;
 - Additional materials, such as architectural metal siding, may be used provided they are used creatively.

Consistency Analysis: The.main.expanses.of.the.carwash.walls.are.of.stucco.and.establish.a.clear.material.and.finish.consistency.throughout.all.sides.of.the.Project;

3. Changes in material should occur at interior corners or at a change in horizontal plane.

Consistency Analysis: The.material.changes.on.all.four.sides.occur.at.a.horizontal.break.from.stucco.to.CMU.wainscot;

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4. Colors should be used in a meaningful way to illustrate and accent depth and detail in the architectural elements. Buildings shall include a minimum of two colors per elevation. Color accents may vary throughout the project but should be complementary. Exposed downspouts shall be colored to match the surface to which they are attached to complement such surface.

Consistency Analysis: The building is designed with two main colors augmented by the trademark wave feature on awnings to provide a pop of color as seen from the streets; Downspouts will be painted the same color as the background they are against;

5. Roof materials should convey a sense of quality and durability.

Consistency Analysis: The roof is integral to the building and presents a solid, lasting appearance.

ARCHITECTURE > COMPATIBILITY DESIGN OBJECTIVE

1. New development or the redevelopment of existing sites shall be compatible with neighboring projects, particularly where those projects are in keeping with the City's Vision. Compatibility is based on massing and scale of structures, building siting and orientation, architectural character, landscaping language, and other features that help define the site. These features shall be complemented from one project to another.

Consistency Analysis: The project as designed is compatible with the surrounding shopping center and is appropriate in massing, scale, siting, orientation, and architectural/landscaping character; The Project has been designed to fit within the existing commercial center as a compatible and integrated addition;

2. Where a desirable streetscape has been established, new development and qualifying redevelopment shall be compatible with the established streetscape.

Consistency Analysis: The development surrounding the property is not a new development and the project as designed is compatible with the established streetscape in the area;

3. Pad buildings should be designed to be compatible with and reflect the planned architectural style or theme of the center. While not precluding corporate architecture, the City wishes to ensure that the overall design theme is consistent with the rest of the center.

Consistency Analysis: While not a true pad building to the shopping center being under separate ownership, nonetheless the project functions in appearance as a pad building to the consumer and has been designed to be compatible with the surrounding shopping center;

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4. New development and the rehabilitation of existing development shall contribute positively to the overall City image.

Consistency Analysis: The proposed Royal Wave carwash will be a positive addition to the business services of the community and overall city image and will fill in a vacant lot in the existing commercial development;

5. Consider including architectural elements and site features that help relate the site back to the individual or Citywide historic activities and natural environment. Historically significant sites and people within the community should be identified and prominently displayed.

Consistency Analysis: The applicant considered this criteria but there were no pertinent historic activities in this location which were accessible for incorporation into the Royal Wave Carwash design. Further the site is not historically significant and was vacant as a dirt lot prior to the applicant's ownership. Unfortunately there were no opportunities to incorporate these elements;

6. Incorporate design themes, architectural detailing, pedestrian amenities, or other elements that relate to the history of Rancho Cordova.

Consistency Analysis: The applicant considered this criteria but there were no pertinent historic activities which were accessible for incorporation into the Royal Wave Carwash design. Unfortunately there were no opportunities to incorporate these elements;

7. Additions to buildings should not deform or adversely affect the positive composition of the façade or be out of scale with the building.

Consistency Analysis: The Project is not an addition to an existing building; it is a relocation of an existing use which involves construction of a new building;

Chapter 3: Commercial and Commercial Mixed Use

SITE DESIGN

Circulation

1. The City encourages commercial development to be designed with a "Main Street" style, especially for sites larger than 15 acres. Constructing commercial development in this pattern is today's solution and helps to facilitate pedestrian activity by creating a rich, inviting streetscape. This can be achieved by:
 - Placing buildings close to the street (for both small and large sites) or the internal circulation system of the site (for large sites);

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- Placing parking at the rear of the site or in structured parking lots;

Consistency Analysis: The Project is not a large development site; The carwash has been placed as close to the street as possible; but due to its size and orientation there are limits to where it can be located on this property; The parking has been set back from the street as much as possible;

2. Automobile dependent land uses (e.g. car lot sales lots, gas stations, drive-up restaurants and other drive-up facilities) should be designed to reduce conflicts with pedestrians, by the following means:
 - Place the building at the building setback line with an entry from the public sidewalk to help define the “street edge” and encourage pedestrian access (e.g. to a convenience store, restaurant, or a car dealer showroom);
 - Create a direct pedestrian connection between public sidewalk and pad building entries without crossing a drive through lane;
 - Place the drive through area away from pedestrian areas.

Consistency Analysis: The Project has been designed to reduce conflicts with pedestrians; While there is no use on the proposed carwash portion of the project that is specifically for pedestrian use; a safe and accessible path of travel to the carwash building is provided from Old Placerville without crossing the entrance path into the wash; and on site from the ADA parking space in the northwest corner of the site;

3. Commercial centers should be linked to the surrounding area with pedestrian connections. This includes connecting the internal circulation to the City’s sidewalks and creating connections between uses in other ways, such as paths to neighboring development. Where such connections are made, the paths should be well lit and visible. Paths should not pass through the service areas of the site, as these are often deserted.

Consistency Analysis: A safe and accessible path of travel to the carwash building is provided from Old Placerville without crossing the entrance path into the wash; and on site from the ADA parking space in the northwest corner of the site; These paths will be well lit having lot sights situated within 7' and 9' feet of the paths; and visible and do not pass through service areas;

Public Spaces/Pedestrian Amenities

1. Large sites should feature plazas, greens, or gardens where people can gather. Public spaces shall be meaningful places that contribute to the overall sense of place and site identity and help to attract pedestrian users to the development.

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Consistency Analysis: The Project is not a large development site with space for a feature plaza, garden, or other public gathering space. There is no use on the proposed carwash portion of the project that is specifically for pedestrian use. There is no public access to the building itself; the building is the carwash portion of the Project where cars drive through. All entrances are employee only.

2. Uses such as restaurants should front onto plazas and are encouraged to use the public area of the plaza for outdoor seating and/or dining.

Consistency Analysis: No restaurant or similar use is proposed with this development.

3. Landscape outdoor areas with visually stimulating soft- and hardscape that helps to identify the site. Street furniture, such as benches, lamps, and landscape planters should be integrated as appropriate.

Consistency Analysis: The landscaping as proposed is visually stimulating and brings attention to the site with nine new trees added. The entrance to the carwash is well screened from the Old Placerville viewpoint with trees and shrubs, and this treatment is duplicated at the exit of the carwash, providing softening from the viewpoint of the shopping center. Shading is provided at more than the minimum required at 103.07%.

4. Street corners should be developed with buildings, entrances, public plazas, or small parks that make it an active portion of the development. Special attention is paid to the design of project and building corners as an opportunity to create visual interest and invite access.

Consistency Analysis: This site is off corner, but the landscaping as proposed is visually stimulating and brings attention to the site with eight new trees added. The entrance to the carwash is well screened from the Old Placerville viewpoint with trees and shrubs, and this treatment is duplicated at the exit of the carwash, providing softening from the viewpoint of the shopping center. Shading is provided at more than the minimum required at 103.07%.

Building Placement & Orientation

1. Where feasible and desirable, commercial buildings for projects over 15 acres in size should be located to create a "Main Street" environment by fronting along the street or internal circulation routes.

Consistency Analysis: The Project is not over 7.1 acres in size. The carwash has been placed as close to the street as possible, but due to its size and orientation, there are limits to where it can be located on this property. The Project has been designed to maintain internal circulation routes into the rest of the commercial center.

2. As vibrant mixed-use sites, commercial buildings should be sited and designed to attract and captivate the pedestrian user. Effective methods of building placement and orientation include:

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- Front doors of commercial buildings shall orient front doors to streets or pedestrian-oriented “main street” style roads (public or private streets);
- For ground floor commercial uses, design and construct a primary building entrance for each building facade. If a building has frontage on more than one public street, a single building entrance on the corner is acceptable;
- Use the area between the right-of-way and building to create a plaza court, planter area, bicycle parking, or another amenity (storage and utilities prohibited);
- Avoid excessive setbacks that create gaps or voids along the street’s architectural edge;
- Building frontages detailed with architectural elements oriented to the pedestrian along the ground floor.

Consistency Analysis: The proposed use is a carwash and as such has no traditional front doors and is not intended to attract pedestrians to enter the building. There is no public access to the building itself. All entrances are employee only. However, the building is still designed to be attractive and detailed with architectural elements which are interesting to pedestrians who are passing near or through the Project site. There is also bicycle parking available on the Project; however, this is anticipated to be used primarily by employees as customers will arrive to the carwash by car.

3. Loading and delivery service areas should be located and designed to minimize their visibility, circulation conflicts, and adverse noise impacts to the maximum feasible extent. They should be screened with portions of the building, architectural wing walls, freestanding walls, and landscaping. They should not be located in required setback areas.

Consistency Analysis: Loading and deliveries will be from the existing commercial center’s parking field which is located away from the pedestrian paths of travel and does not create circulation conflicts. This is not a retail facility being proposed and as such does not have the delivery demands of a retail facility.

4. Corner and mid-block pad buildings should be oriented towards the street and public sidewalk and shall meet the following requirements:
 - Drive-thru windows, driveways, and parking shall not be designed in a manner that isolates the building from the sidewalk or connecting walkways.
 - Service windows and stacking lanes for drive-through business shall not face public streets. Rather, orient automotive service bays away from public streets. The intent is that service bays should not dominate the public street frontage.

ITEM 6.1.

ATTACHMENT 3

Rancho Cordova Design Guidelines Project Consistency Analysis

Consistency Analysis: The carwash and parking has been placed as close to the street as possible, but due to the wash's size and orientation, there are limits to where it can be located on this property. Due to the size, orientation, limitations, structure, and design of the wash tunnel, it is not possible to avoid positioning the entrance at the street-facing side of the carwash without creating traffic concerns with Old Placerville Road. However, the vacuum bays have been oriented along the side of the building, so they do not dominate the street frontage. Further, the street frontage is fully landscaped for visual interest, and the building is designed with architectural elements like the purple wave canopies to ensure an appealing frontage.

DESIGN STANDARDS

The City seeks to create rich, inviting, pedestrian oriented urban streetscapes as part of its commercial development, especially in a "Main Street" pattern. To accomplish this, the front and street side building setbacks have been modified, as described in the table below, based on project size. The distance is measured from the back of curb of the ultimate right-of-way width. A minimum of 50 percent of this setback envelope shall be occupied by either a primary building frontage (having the main entrance(s) to the building) or pedestrian feature(s). In no instance shall on-site parking or drive-thru aisles be located within this setback, however on-street parking, subject to review by the Public Works department, may be provided. Drive aisles connecting the parking areas to the public street are allowed in the setback area. The setback area may include landscaping or other pedestrian amenities as described in this document or the City Zoning Code. The design review authority may grant exemption when the intent is met by unique development features or there are unique site characteristics or patterns that preclude such action.

Developments 0-15 acres: Setback Envelope for Primary Building Frontage is 0 to 30 feet

Consistency Analysis: The Project has been designed to maintain pedestrian access and offers a visually interesting improvement on the current dirt lot. However, due to the nature of the Project as a car wash, this is not a pedestrian oriented use. There must be drive-through aisles on all sides of the building, including in the building frontage setback envelope, in order to provide a route for vehicles to enter the carwash building and exit it into the vacuum area. With this in mind, the Project has been designed to provide visually appealing landscaping and ensure safe and inviting pedestrian access both through and around the project site. The Project does not interfere or inhibit the pedestrian access routes directly from the public sidewalk into the commercial center. Further, architecturally interesting features have been included to provide visual interest to the street frontage through the incorporation of a purple wave canopy over the drive-in and vacuum bays.

ITEM 6.1.

ATTACHMENT 3

Rancho Cordova Design Guidelines Project Consistency Analysis

Due to the design components that have been incorporated to meet the intent of the design standards and the unique site characteristics due to the nature of the Project, an exemption to the building setback envelope requirements can be granted by the design review authority;

ARCHITECTURE

Massing, Scale and Form

1. Commercial and mixed-use structures should be designed to a human scale, help create vibrant activity areas and should complement adjoining properties. Development should be compact, made up of multi-story structure(s) that concentrate activities. Building height and massing should consider the context of surrounding development. Development should take the human scale into consideration. There should be variety in forms for visual and physical interest.

Consistency Analysis: The proposed use is a carwash and as such it has been designed to be the smallest tunnel possible while still including all the features and equipment need to service the business. The Project is designed to complement the commercial center it is located in and be incorporated into the existing development. A variety of visual forms such as the purple wave canopy have been included in the design to ensure visual and physical interest;

2. Freestanding “big box” building design are discouraged. Rather, the City encourages the integration of large retailers into multi-tenant, integrated developments for a concentration of activity. Where such buildings are independent of other commercial structures, the following techniques shall be used to avoid the long blank walls inherent with this building type:
 - Integrate stores into in-line shops (preferred);
 - Wrap walls with storefront buildings (preferred);
 - Use landscaping to soften and screen blank walls

Consistency Analysis: The freestanding carwash is designed with a variety of colors and materials and avoids a “big box” building design by breaking up vertical walls with surrounding canopy structures. The brand’s “purple wave” style feature is added to the roofs of the covered awnings found proposed at the two rows of vacuum spaces and three entrance lanes of the carwash. This feature adds visual entrance to the Old Placerville frontage and also the common drive into the center from this street;

Style and Design Details

1. Design all sides of the building with consistent architectural and façade elements:
 - Break up the roofline silhouette through the use of large cornices, changes in parapet heights or other techniques;

ITEM 6.1.

ATTACHMENT 3

Rancho Cordova Design Guidelines Project Consistency Analysis

- Use awnings, bump outs, reliefs, and fenestrations to add distinction to the façade of the structure;
- Roofing should be unique and add character and style to the building.

AVOID:

- Visible security grills at windows and door (discreet or retractable security grills may be acceptable).
- False fronts, applied mansard forms, and other artificial rooflines
- Dark tinted glass and mirror-like films

Consistency Analysis: The freestanding carwash is designed with a variety of colors and materials that are consistent on all four sides. The brand's purple wave style feature is added to the roofs of the covered awnings found proposed at the vacuum spaces and entrance lanes of the carwash. This feature adds visual entrance to the Old Placerville frontage and also the common drive into the center from this street. The roofline visible from the public right of way consists of varying height tower elements for interest. There will be retractable security grills used during hours the wash is not operating but these are not visible during daylight hours.

Commercial Facades Should Appear Open, Inviting, and Engaging to the Passerby

1. Storefronts should promote a sense of entry into the structure as well as a sense of shelter by providing:
 - Weather protection on building facades adjacent to walkways with overhangs, canopies, awnings, and recesses;
 - Transparent surfaces (windows) that allow views into and out of buildings with at least 80 percent light transmission (in terms of window tint);
 - Large footprint retail stores lined with multiple narrow retail storefronts.

Consistency Analysis: The Project does not have a storefront because there are no pedestrian areas in the building which is reserved for cars to drive through the carwash. The carwash is designed with multiple awnings for customer protection at the two rows of vacuum spaces and three entrance lanes of the carwash. The longest elevations of the tunnel include multiple windows so customers can watch the progress of vehicles through the wash.

2. Design entries to be clearly visible from the street and provide visual interest, as follows:

ITEM 6.1.

ATTACHMENT 3

Rancho Cordova Design Guidelines Project Consistency Analysis

- Provide a building entrance for every commercial building elevation serving as a primary facade or adjacent to a street with a horizontal dimension of more than 100 feet;
- Main building entries shall be accented with strong architectural definition to attract pedestrians. They should be accentuated from the overall building facade by: Differentiated roof, awning, or portico; Use trim details to accentuate the opening; Project or recess entries from their surrounding building facades; Detailed doors and doorway with: ornate hardware, transoms, sidelights, trim details, and framing; Use windows within entry doorways equivalent in size to 50 percent of door surface area; Providing decorative nighttime lighting.
- Secondary entrances should have minor detailing that adds architectural distinction to that portion of the facade. Space entries in larger buildings at appropriate intervals for the pedestrian.

Consistency Analysis: The project is designed with architecturally interesting purple wave canopies which frame the vehicular entrance to the building and provides an attractive visual from the main street front. While there are no pedestrian entrances to the building, the elevations are designed to provide interesting facades to all passers by and entrances to the site are clearly framed with landscaping and the structural elements of the building;

3. Use windows to create an open and inviting atmosphere, as follows:
 - Ground floor storefront glazing (windows or display windows) along the primary public facade should comprise a minimum of 50 percent of the main floor's exterior wall area;
 - Multiple windows should be provided on the front facade above the main floor in a uniform pattern.
 - Window should be oriented vertically with rectangular shapes;
 - Frame openings with trim around windows and doors or recess the window a minimum of 4 inches from building facade;
 - If used, door and window shutters should be sized to cover the entire window;
 - Use sliding, overhead or other operable windows for restaurants or other active uses.

Consistency Analysis: The freestanding carwash is designed with multiple windows on the two longest elevations. The eastern side is the primary public facade as it is where the pedestrian paths are located through the project as well as into the commercial center. The eastern side also contains the vacuum stalls where customers will be outside of their cars. The eastern side has windows which exceed coverage of 50% window coverage. The window openings are framed in compliance with this section.

**COUNTY OF SACRAMENTO
INTER-OFFICE CORRESPONDENCE**

September 1, 1998

CORRECTED MEMO

TO: Planning and Community Development

FROM: *U* CINDY H. TURNER, Clerk
Board of Supervisors

SUBJECT: **USE PERMIT, DEVIATION, AND VARIANCE**
97-UPB-VAZ-XXB-0706 – (CORDOVA/GIVANS)
ROGER SWANSON – Applicant/Architect: TAIT & Associates- Developer:
Harwinder Bisla – Assessor's Parcel No. 068-0030-045 (por), located on the
northeast corner of Bradshaw Road and Old Placerville Road, in the Cordova
community. (Nottoli)

The Board of Supervisors, meeting in regular session on June 24, 1998, accepted the Negative Declaration as adequate and complete; approved a Use Permit to allow a primary automobile service station and a 24-hour convenience market, with two quick-serve restaurants and drive-thru window, located within 500 feet of a residential zone, and a car wash with hours from 6:00 a.m. to 10:00 p.m., on 1.26+ acres in the SC zone, with findings and conditions recommended by the Project Planning Commission and amended by the Board as follows:

Amend Condition No. 11 to read:

There shall be no outside display or advertisement of alcohol, including beer and wine. Beer and wine shall not be sold in separate single serving containers. This shall not prohibit the sale of 750 ml and larger bottles of beer and wine. The sale of alcohol shall be limited from 6:00 a.m. to midnight.

Add Condition No. 22 to read:

Signage shall be limited to 36 square feet of freestanding signs and 164 square feet of wall and canopy signage.

Add Condition No. 23 to read:

Hours of operation for the car wash shall be 6:00 a.m. to 10:00 p.m.

ROGER SWANSON
97-UPB-VAZ-XXB-0706

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Deviation

A Deviation of the roof designed clearance height to 21 feet 6 inches with a 21/2 foot fascia, per Exhibit "T", with findings and conditions set forth on the use permit.

Variance

A Variance to deviate from the total maximum sign area allowed for a primary service station from 125 square feet to 200 square feet as recommended in staff's alternative, with findings and conditions set forth on the use permit.

NOTE: This project may be considered inconsistent with General Plan Land Use Policy LU-14, which requires all new development located within one-half mile of a transit stop on a transportation corridor conform to certain density requirements. The project site is located within one-eighth mile of Bradshaw Road, a designated Feeder Line on the Transportation Plan. The subject proposal provides a floor area ratio of less than the minimum 0.4 FAR specified in the General Plan. Thus, the Board of Supervisors is the appropriate authority to determine that the minimum density specified in the General Plan is not feasible for this site.

CHT:kr

cc: Owner/applicant
County Counsel
DERA
Public Works
SIPS
Tom Manzari, Sheriff's Department

CORRECTED USE PERMIT
USE PERMIT
SACRAMENTO COUNTY

Control Number
97-UPB-VAZ-XXB-0706

Hearing Date: June 24, 1998

Assessor's Parcel No.
068-0030-045 (portion)

APPLICANT/ARCHITECT:

Tait & Associates
2880 Sunrise Blvd. #206
Rancho Cordova, CA 95742

DEVELOPER:

Roger Swanson
2121 Arden Way
Sacramento, CA 95825

OWNER:

Harwinder Bisla
1581 Del Lago Road
Yuba City, CA 95991

PERMISSION IS GRANTED TO USE THE SUBJECT PREMISES FOR THE FOLLOWING DESCRIBED USE: A Use Permit to allow a primary automobile service station and 24-hour convenience market, with two quick serve restaurants and drive-thru window, located within 500 feet of a residential zone, and a car wash on 1.26+ acres in the SC zone. A Variance to deviate from the total maximum sign area allowed for a primary service station from 125 square feet as recommended in staff's alternative. A Deviation of the roof design clearance height to 21 feet 6 inches with a 2½ foot fascia per Exhibit "T".

DESCRIPTION OF PREMISES: Located on the northeast corner of Bradshaw Road and Old Placerville Road, in the Cordova community.

CONDITIONS OF APPROVAL:

1. This action does not relieve the applicant of the obligation to comply with all ordinances, statutes, regulations and procedures. Any required subsequent procedural actions shall take place within 36 months of the date on which the permit became effective or this action shall automatically be null and void.
2. This project shall be in substantial compliance with Exhibit "P" (Site Plan), Exhibits "Q-1" and "Q-2" (Building Elevations), and Exhibit "R" (Landscape Plan), and "T" (Staff Alternative Canopy Elevation).
3. Dedicate additional right-of-way of Bradshaw Road and Old Placerville Road for intersection widening to the satisfaction of the Public Works Agency. Note: There are special intersection geometrics on Fair Oaks Boulevard and Sunset Avenue.

ROGER SWANSON
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4. Grant the County right-of-way for Old Placerville Road, based on an 84-foot standard, and install public street improvements pursuant to the Sacramento County Improvement Standards.
5. The size, number and location of driveways shall be to the satisfaction of the Transportation Division. Driveways shall be 45 feet in width per Sacramento County Improvement Standards.
6. On site circulation shall be to the satisfaction of the Transportation Division of the Public Works Agency.
7. Lighting shall be installed in such a fashion as to not direct light into adjacent properties.
8. Project lighting levels shall be as follows: 1.5 foot-candles of minimum maintained illumination per square foot of parking surface during business hours and 0.25 foot candles of minimum maintained illumination per square foot of surface on any walkway, alcove, passageway, etc., from one-half hour before dusk to one-half hour after dawn. All fixtures are to be vandal resistant.
9. If the site is proposed at a future date to sell methanol or natural gas motor vehicle fuels, one additional tank and pump may be added at a location approved by the Planning Director.
10. On site telephone calls shall be limited to outgoing calls only.
11. There shall be no outside display or advertisement of alcohol, including beer and wine. Beer and wine shall not be sold in separate single serving containers. This shall not prohibit the sale of 750 ml and larger bottles of beer and wine. The sale of alcohol shall be limited from 6:00 a.m. to midnight.
12. Parking and loitering areas that cannot be seen from the cashier's station will be monitored by the store's CCTV. The location plan of the CCTV cameras and monitors must be sent to this Bureau. Lighting will be in accordance to the needs of the cameras. One monitor will be at the cashier's station and placed so that both customers and cashier can easily view the screen. The tape speed of the CCTV will be 24-hour "real time."
13. One (1) Class II bicycle rack (holds two bicycles) for patrons shall be placed outside of the convenience store and visible from the cashier's station.
14. No video games shall be allowed on site.

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97-UPB-VAZ-XXB-0706

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15. Landscaping berms shall not block casual viewing from the street to the cashier's station.
16. All landscaping shall comply with Sacramento County Zoning Code requirements.
17. Air and water stations, if installed, should be visible from the cashier's station.
18. Public telephones will be call-out only and placed away from the building to reduce loitering. It will also preclude someone pretending to talk on the phone and committing a "snatch and run" on a person entering or leaving the building.
19. If the drive-thru window has limited hours, barriers should be in place to prohibit loitering in the driveway to the window. A CCTV camera can be substituted for the barriers.
20. Provide drainage easements and install facilities pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Drainage Ordinance, and Sacramento County Improvement Standards, including any fee required by Ordinance No. 1 of the County Water Agency.
21. Off site drainage improvements and easements shall be provided pursuant to the Sacramento County Floodplain Management Ordinance, and the Sacramento County Improvement Standards.
22. Signage shall be limited to 36 square feet of freestanding signs and 164 square feet of wall and canopy signage.
23. Hours of operation for the car wash shall be 6:00 a.m. to 10:00 p.m.

FINDINGS:

1. The request is consistent with the Sacramento County General Plan Map in that the requested use is consistent with Commercial and Office designation.
2. The project is consistent with the Cordova Community Plan and Text.
3. The application of LU-14 for the subject property is not a viable option in that the property is zoned for commercial uses that are not anticipated to generate transit ridership.

ROGER SWANSON
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4. The proposed project is located on a designated thoroughfare (Bradshaw Road) where the use should have an insignificant impact on traffic and area neighborhoods.
5. Identified environmental effects and suggested mitigation measures have been taken into consideration in the recommended actions and conditions of approval.
6. The canopy design is consistent with the approved shopping center to be constructed on the surrounding property. However, architectural consistency with the center could be achieved with a 21-foot, 6-inch canopy as staff has recommended.
7. The proposed sign Variance is inconsistent with previously approved co-branded automobile service stations and could set a precedent for future co-branded sites in the County, if approved.
8. Staff has identified no effects from the proposal which would result in a significant detrimental impact on adjoining or neighboring properties, if the conditions as recommended by staff, are adopted.

ENVIRONMENTAL DOCUMENT: Negative Declaration

CAUTION: THIS USE PERMIT IS OF NO FORCE AND EFFECT UNTIL THE EXPIRATION OF A 10-DAY APPEAL PERIOD FROM AND AFTER THE DATE OF THE HEARING ON THE USE PERMIT.

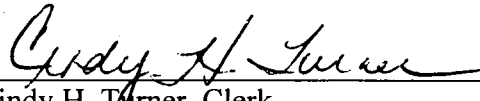
THIS ACTION DOES NOT RELIEVE THE APPLICANT OF THE OBLIGATION TO COMPLY WITH ALL ORDINANCES, STATUTES, REGULATIONS AND PROCEDURES. ALL COSTS INCURRED BY THE COUNTY TO ENFORCE THE CONDITIONS LISTED IN THIS PERMIT SHALL BE THE RESPONSIBILITY OF THE PERMIT HOLDER AND/OR PROPERTY OWNER. THE ABOVE USE WILL NOT BE CONDUCTED TO CONSTITUTE EITHER A PUBLIC OR PRIVATE NUISANCE. VIOLATION OF ANY OF THE FOREGOING CONDITIONS WILL CONSTITUTE GROUNDS FOR REVOCATION OF THIS PERMIT.

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BUILDING PERMITS ARE REQUIRED IN THE EVENT ANY BUILDING IS PLANNED. A CONDITIONAL USE PERMIT, IF NOT USED FOR THE PURPOSE FOR WHICH IT WAS GRANTED, SHALL LAPSE AND SHALL BECOME VOID THREE YEARS FOLLOWING THE DATE ON WHICH THE PERMIT BECAME EFFECTIVE, UNLESS BY CONDITION OF THE PERMIT A GREATER TIME IS ALLOWED, OR UPON THE EXPIRATION DATE OF A VALID BUILDING PERMIT OBTAINED AFTER THE GRANT OF THE CONDITIONAL USE PERMIT, WHICHEVER DATE IS LAST TO OCCUR.

SACRAMENTO COUNTY BOARD OF SUPERVISORS

By 
Cindy H. Turner, Clerk
Board of Supervisors

Building Inspection
Public Works
Environmental Health
Planning Department

97-UPB-XXB-0706(TG)

**SACRAMENTO COUNTY
PROJECT PLANNING COMMISSION
BOARD OF SUPERVISORS
LEGAL NOTICE OF PUBLIC HEARING**

NOTICE IS HEREBY GIVEN that a Public Hearing will be held before the Project Planning Commission and Board of Supervisors for the purpose of considering the following request, pursuant to provisions of Ordinance No. SZC 83-10, for the following described property.

ASSESSOR'S PARCEL NO.: 068-0030-045 (por)

LOCATION: The property is located on the northeast corner of Bradshaw Road and Old Placerville Road, in the Cordova community.

APPLICANT/ARCHITECT:

TAIT & Associates.
2880 Sunrise Blvd, Suite 206
Rancho Cordova, CA 95742

OWNER:

Roger Swanson
2121 Arden Way
Sacramento, CA 95825

DEVELOPER:

Harwinder Bisla
1581 Del Lago Road
Yuba City, CA 95991

REQUEST: A Use Permit to allow a primary automobile service station and 24-hour convenience market, with two quick-serve restaurants and drive-thru window, located within 500 feet of a residential zone, and a car wash on 1.26± acres in the SC zone; a Deviation from the allowed roof structure height of the canopy to exceed 2 feet, 6 inches in height and to allow the design clearance height to exceed 14 feet, 6 inches, pursuant to Section 340-43 of the Zoning Code; and a Variance to deviate from the total maximum sign area allowed for a primary service station from 125 square feet to 302.7± square feet.

NOTE: This project may be considered inconsistent with General Plan Land Use Policy LU-14, which requires all new development located within one-half mile of a transit stop on a transportation corridor conform to certain density requirements. The project site is located within one-eighth mile of Bradshaw Road, a designated Feeder Line on the Transportation Plan. The subject proposal provides a floor area ratio of less than the minimum 0.4 FAR specified in the General Plan. Thus, the Board of Supervisors is the appropriate authority to determine that the minimum density specified in the General Plan is not feasible for this site.

ENVIRONMENTAL DOCUMENT: Negative Declaration

HEARING DATES:**PROJECT PLANNING COMMISSION****MONDAY, JUNE 1, 1998, AT 5:30 P.M.****BOARD OF SUPERVISORS****WEDNESDAY, JUNE 24, 1998, AT 9:30 A.M.**

If you challenge the Commission's/Board of Supervisor's action on the above referenced request(s) in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Project Planning Commission/Board of Supervisors at, or prior to, the public hearing.

The hearings will be held in Room 1450 of the County Administration Building, 700 "H" Street, Sacramento, CA. All persons interested are invited to attend and be heard.

CINDY H. TURNER, Clerk
Board of Supervisors

KATHLEEN ROGERS, Secretary
Project Planning Commission

For information regarding the Cordova Community Planning Advisory Council's recommendation, contact Michael Gallagher at 361-7415.

For information regarding the Planning Department's recommendation, call 874-5206.

**COUNTY OF SACRAMENTO
INTER-OFFICE CORRESPONDENCE**

June 9, 1998

Meeting Time: 20 Minutes

Board date: 6/24/98

TO: BOARD OF SUPERVISORS

FROM: *Kr* KATHY ROGERS, Secretary
Project Planning Commission

SUBJECT: **USE PERMIT, DEVIATION, AND VARIANCE - 97-UPB-VAZ-XXB-0706 -**
ROGER SWANSON – Applicant/Architect: TAIT & Associates – Developer:
Harwinder Bisla - Assessor's Parcel No. 068-0030-045 (por), located on the northeast
corner of Bradshaw Road and Old Placerville Road, in the Cordova community.

The Project Planning Commission, meeting in regular session on June 1, 1998, voted 4-0
(Commissioner Lambeth absent) to make the following recommendations to your Board:

USE PERMIT

Approve a Use Permit to allow a primary automobile service station and 24-hour convenience market, with two quick-serve restaurants and drive-thru window, and a car wash, subject to findings and conditions amended as follows:

Add Condition No. 22 to read:

Signage shall be limited to 36 square feet of freestanding signs and 164 square feet of wall and canopy signage.

DEVIATION

Deny the requested Deviation from the allowed roof structure height of the canopy. **Approve** staff's alternative, subject to findings and conditions amended as above.

VARIANCE

Deny the requested Variance to deviate from the total maximum sign area allowed for a primary service station. **Approve** staff's alternative, subject to findings and conditions amended as above.

NOTE: This project may be considered inconsistent with General Plan Land Use Policy LU-14, which requires all new development located within one-half mile of a transit stop on a transportation corridor conform to certain density requirements. The project site is located within one-eighth mile of Bradshaw Road, a designated Feeder Line on the Transportation Plan. The subject proposal provides a floor area ratio of less than the minimum 0.4 FAR specified in the General Plan. Thus, the Board of Supervisors is the appropriate authority to determine that the minimum density specified in the General Plan is not feasible for this site.

The Commission accepted the Negative Declaration as adequate and complete.

cc: In house
Applicant/Owner

Control No.: 970706

Type: UPB-VAZ-XXB

TO: BOARD OF SUPERVISORS - PROJECT PLANNING COMMISSIONON: **TEXACO SERVICE STATION USE PERMIT AND VARIANCE**ASSESSOR'S PARCEL NO.: 068-0030-045 (por)LOCATION: The property is located on the northeast corner of Bradshaw Road and Old Placerville Road, in the Cordova community.APPLICANT/ARCHITECT:

TAIT & Associates
2880 Sunrise Boulevard, Suite 206
Rancho Cordova, CA 95742

DEVELOPER:

Roger Swanson
2121 Arden Way
Sacramento, CA 95825

OWNER:

Harwinder Bisla
1581 Del Lago Road
Yuba City, CA 95991

REQUEST:

1. A **Use Permit** to allow a primary automobile service station and 24-hour convenience market, with two quick-serve restaurants and drive-thru window, located within 500 feet of a residential zone, and a car wash on 1.26± acres in the SC zone.

A deviation from the allowed roof structure height of the canopy to exceed 2 feet, 6 inches in height and to allow the design clearance height to exceed 14 feet, 6 inches with a maximum overall height of 23 feet, 3 inches, pursuant to Section 340-43 of the Zoning Code.

2. A **Variance** to deviate from the total maximum sign area allowed for a primary service station from 125 square feet to 302.7± square feet.

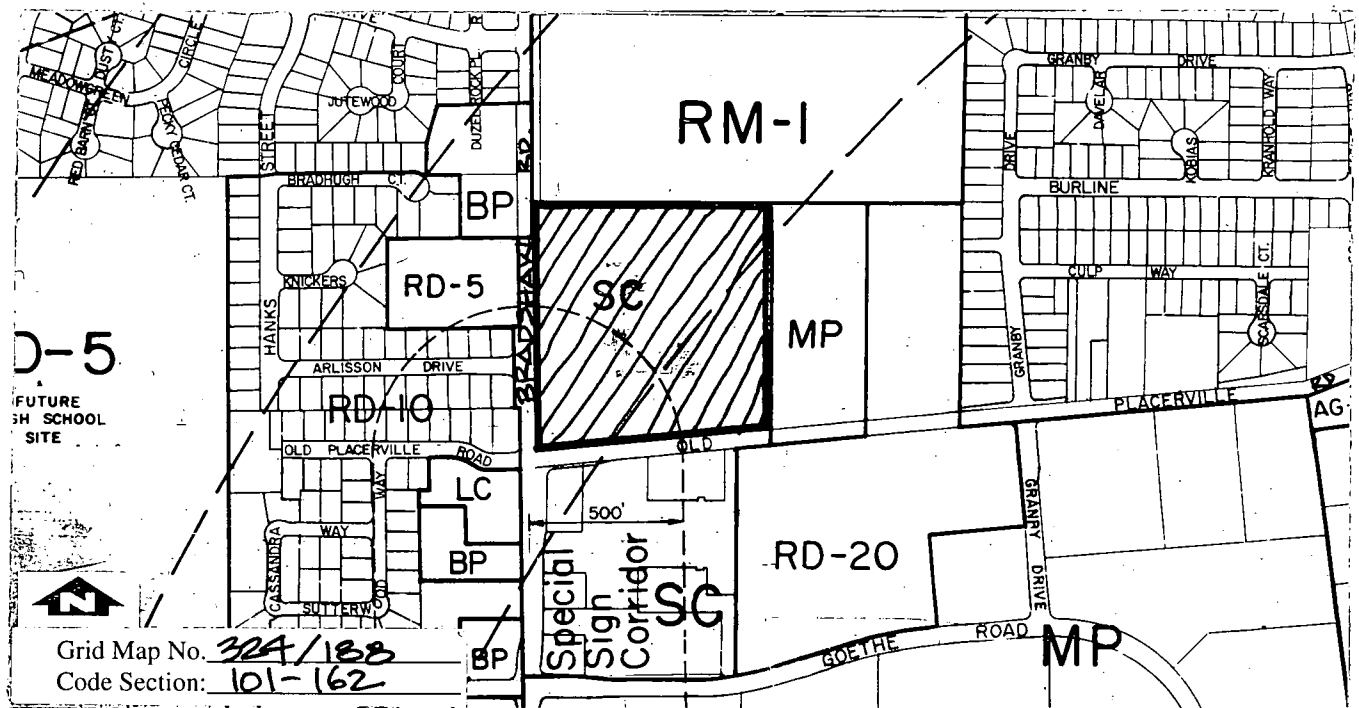
Note: This project may be considered inconsistent with General Plan Land Use Policy LU-14, which requires all new development located within one-half mile of a transit stop on a transportation corridor to conform to certain density requirements. The project site is located within one-eighth mile of Bradshaw Road, a designated Feeder Line on the Transportation Plan. The subject proposal provides a floor area ratio of less than the minimum 0.4 FAR specified in the General Plan. Thus, the Board of Supervisors is the appropriate authority to determine that the minimum density specified in the General Plan is not feasible for this site.

ENVIRONMENTAL DOCUMENT: **NEGATIVE DECLARATION**

TEXACO SERVICE STATION

97-UPB-VAZ-XXB-0706

068-0030-045(por)

**I. STAFF RECOMMENDATION:****A. Recommended Actions:**

1. Environmental Documentation: Determine that the environmental analysis is adequate and complete and that the **NEGATIVE DECLARATION** is appropriate.
2. Use Permit: **APPROVE** the requested use permit, subject to the findings listed in Section I.B. and the conditions in Section I.C. of this report.
3. Deviation from Canopy Roof Structure Height: **DENY** the request, and **APPROVE** the staff alternative, subject to the findings listed in Section I.B. and the conditions listed in Section I.C. of this report.
4. Variance: **DENY** the requested variance, subject to the findings listed in Section I.B. and the conditions listed in Section I.C. of this report.
5. Mitigation Monitoring and Reporting Program: None recommended.

TEXACO SERVICE STATION

97-UPB-VAZ-XXB-0706

068-0030-045(por)

B. Justification: The staff recommendations are based upon the following considerations:

1. The request is consistent with the Sacramento County General Plan Map in that the requested use is consistent with Commercial and Office designation.
2. The project is consistent with the Cordova Community Plan and Text.
3. The application of LU-14 for the subject property is not a viable option in that the property is zoned for commercial uses that are not anticipated to generate transit ridership.
4. The proposed project is located on a designated thoroughfare (Bradshaw Road) where the use should have an insignificant impact on traffic and area neighborhoods.
5. Identified environmental effects and suggested mitigation measures have been taken into consideration in the recommended actions and conditions of approval.
6. The canopy design is consistent with the approved shopping center to be constructed on the surrounding property. However, architectural consistency with the center could be achieved with a 21-foot, 6-inch canopy as staff has recommended.
7. The proposed sign Variance is inconsistent with previously approved co-branded automobile service stations and could set a precedent for future co-branded sites in the County, if approved.
8. Staff has identified no effects from the proposal which would result in a significant detrimental impact on adjoining or neighboring properties, if the conditions as recommended by staff, are adopted.

C. Recommended Conditions: Any approval should be subject to the following conditions:

1. This action does not relieve the applicant of the obligation to comply with all ordinances, statutes, regulations and procedures. Any required subsequent procedural actions shall take place within 36 months of the date on which the permit became effective or this action shall automatically be null and void.

TEXACO SERVICE STATION

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2. This project shall be in substantial compliance with Exhibit "P" (Site Plan), Exhibits "Q-1" and "Q-2" (Building Elevations), and Exhibit "R" (Landscape Plan), and "T" (Staff Alternative Canopy Elevation).
3. Dedicate additional right-of-way of Bradshaw Road and Old Placerville Road for intersection widening to the satisfaction of the Public Works Agency. Note: There are special intersection geometrics on Fair Oaks Boulevard and Sunset Avenue.
4. Grant the County right-of-way for Old Placerville Road, based on an 84-foot standard, and install public street improvements pursuant to the Sacramento County Improvement Standards.
5. The size, number and location of driveways shall be to the satisfaction of the Transportation Division. Driveways shall be 45 feet in width per Sacramento County Improvement Standards.
6. On site circulation shall be to the satisfaction of the Transportation Division of the Public Works Agency.
7. Lighting shall be installed in such a fashion as to not direct light into adjacent properties.
8. Project lighting levels shall be as follows: 1.5 foot-candles of minimum maintained illumination per square foot of parking surface during business hours and 0.25 foot candles of minimum maintained illumination per square foot of surface on any walkway, alcove, passageway, etc., from one-half hour before dusk to one-half hour after dawn. All fixtures are to be vandal resistant.
9. If the site is proposed at a future date to sell methanol or natural gas motor vehicle fuels, one additional tank and pump may be added at a location approved by the Planning Director.
10. On site telephone calls shall be limited to outgoing calls only.
11. There shall be no outside display or advertisement of alcohol, including beer and wine. Beer and wine shall not be sold in separate single serving containers. This shall not prohibit the sale of 750 ml and larger bottles of beer and wine.
12. Parking and loitering areas that cannot be seen from the cashier's station will be monitored by the store's CCTV. The location plan of the CCTV

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cameras and monitors must be sent to this Bureau. Lighting will be in accordance to the needs of the cameras. One monitor will be at the cashier's station and placed so that both customers and cashier can easily view the screen. The tape speed of the CCTV will be 24-hour "real time."

13. One (1) Class II bicycle rack (holds two bicycles) for patrons shall be placed outside of the convenience store and visible from the cashier's station.
14. No video games shall be allowed on site.
15. Landscaping berms shall not block casual viewing from the street to the cashier's station.
16. All landscaping shall comply with Sacramento County Zoning Code requirements.
17. Air and water stations, if installed, should be visible from the cashier's station.
18. Public telephones will be call-out only and placed away from the building to reduce loitering. It will also preclude someone pretending to talk on the phone and committing a "snatch and run" on a person entering or leaving the building.
19. If the drive-thru window has limited hours, barriers should be in place to prohibit loitering in the driveway to the window. A CCTV camera can be substituted for the barriers.
20. Provide drainage easements and install facilities pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Drainage Ordinance, and Sacramento County Improvement Standards, including any fee required by Ordinance No. 1 of the County Water Agency.
21. Off site drainage improvements and easements shall be provided pursuant to the Sacramento County Floodplain Management Ordinance, and the Sacramento County Improvement Standards.

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II. GENERAL INFORMATION:

- A. Property Size and Configuration: Rectangle, 1.26± acres.
- B. Purpose of Request: To allow the construction of an automobile service station, convenience store, carwash and two quick service restaurants in the SC zone.
- C. Land Use Relationships with Adjacent Properties:
- | | <u>Existing Land Use</u> | <u>Zoning and Community Plan Designations</u> |
|------------------|--------------------------|---|
| Subject Property | Vacant | SC |
| North | Vacant | SC |
| East | Vacant | SC |
| South | Existing Shopping Center | SC |
| West | Duplex Housing | RD-10 |
- D. General Plan Designation: Commercial and Office.
- E. Procedural Limitation: The Board of supervisors is the appropriate authority to act on this request, after a recommendation from the Project Planning Commission.
- F. Applicable Regulations: Sacramento County General Plan, Cordova Community Plan Map and Text, and the Sacramento County Zoning Code.
- G. History: From 1973 to July of 1978, the subject property was zoned R-1-A. In July of 1978, the subject property was rezoned RD-5 as part of the County initiated Cordova Zoning Consistency process. In October of 1990, the Board of Supervisors approved a General Plan Amendment, Community Plan Amendment and a Rezone for the subject site and surrounding properties which rezoned the property from RD-5 to the current SC (Shopping Center) designation.
- H. Prior Zoning Agreements: ZMA 4966.

III. ENVIRONMENTAL ANALYSIS:

- A. Environmental Setting: The subject site, located at the northeast corner of Bradshaw Road and Old Placerville Road, is relatively flat and undeveloped with minor amounts of native and non-native grasses growing on-site.

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IV. PROJECT ANALYSIS:

- A. Project Description: The applicant is requesting a Use Permit to allow a 24-hour primary service station (six multi-product dispensers), a convenience store with two quick serve drive through restaurants (3,363 square feet), and a car wash in the Shopping Center (SC) zone within 500 feet of a residential zone. As a portion of the requested Use Permit, the applicant is proposing to deviate from the allowable roof structure (from 17.6 feet to 21.6 feet maximum) and operate 24 hours a day. The applicant is also requesting a variance to increase the allowable signage from 125 square feet to 318 square feet.
- B. Community Suitability: The ± 54,821 square foot subject site is currently vacant, but included within an approved shopping center. Surrounding uses include vacant shopping center zoning to the east and north (Bradshaw Marketplace 97-PAS-0727), an existing shopping center to the south across Old Placerville Road, and duplexes and single family housing across Bradshaw Road in the RD-10 and RD-5 zones.

As stated earlier in this report, the subject property is zoned SC. The Sacramento County Zoning Code states the intent of the SC zone is "to provide a wide use of retail goods and services, while promoting the unified grouping of retail and services with convenient off-street parking and loading areas. It is intended that the SC District be designed as an integral part of the neighborhood, community and urban area in which it is located." The proposal is consistent with the intent of the SC zone.

Compatibility issues that are generally associated with service stations, convenience stores, and quick serve restaurants include loitering, noise, and lighting nuisances. More specifically, loud car stereo noise, misdirected lighting, late night noise, and alcohol consumption by loiterers are all considered potential impacts. However, with the site being located at the intersection of two major streets and surrounded by shopping centers on three sides, compatibility issues should be minimal. Recommended project specific conditions should also minimize potential impacts. In addition, the nearest residential properties are located across Bradshaw Road which should also serve to buffer any nuisance issues for residents.

The project is also subject to development standards for commercial projects and special requirements for primary service stations. The standards have been created to provide adequate buffering between land uses and to minimize land use conflicts

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and nuisances. A review of the site plan indicates that the project is in compliance with all applicable Zoning Code Development Standards (excluding the variance request for signage and the height deviation request for the canopy).

Recommended conditions of approval also address the sale of alcohol (no single serving units) and lighting for the site which should also buffer any potential nuisance factors.

It should also be noted that the proposed project's construction materials and architecture style are consistent with the surrounding shopping center known as Bradshaw Marketplace (97-PAS-0727). The automobile service station will continue a consistent architectural theme.

- C. Traffic and Access: The Transportation Division has indicated that the project is expected to generate a minimal amount of traffic (800 daily trips and 80 peak hour trips). Consequently, the project is not expected to negatively impact existing roadways or air quality for the region. Concerning access to the site, the Transportation Division indicated that both access drives (Bradshaw Road and Old Placerville Road) are required to have 45-foot wide access points. Therefore, the site plan will require modification to comply with the standards. It should also be noted that the station fits into the circulation pattern of the approved shopping center and will be required to utilize cross access agreements for all interfaces.
- D. 24 Hour Operation: The subject site is less than 1.5 miles from Highway 50 and has no direct interfaces with residentially zoned properties. Therefore, staff does not anticipate significant impacts from a 24-hour operation.
- E. General Plan Consistency: General Plan Policy LU-14 requires specific densities and floor area ratios (FAR) for projects located within 1/2 mile of a transit stop on a transportation corridor (Bradshaw Road). The proposed project does meet the minimum FAR as set forth in the General Plan. As discussed previously in the staff report, the remaining SC portions surrounding the property have an approved site plan (please see attachment "I"). As a result of the previous action, there is not adequate space at the subject site to meet minimum FAR requirements to encourage transit ridership. In addition, the types of uses normally associated with SC pads (fast food restaurants, automobile service stations and personnel services) do not generate significant amounts of transit ridership. Consequently, staff does not support the application of LU-14 for the subject site.
- F. Canopy Height Deviation: The applicants are requesting to deviate from maximum design clearance height (14 feet 6 inches vs. 15 feet 3 inches) and maximum overall height of the canopy structure (17 feet vs. 23 feet 3 inches) as set forth in the Zoning Code. Staff supports a height deviation in order to maintain a

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consistent architectural theme for the shopping center and to complement surrounding uses. However, prior canopy deviations approved in the County have been limited to a maximum clearance height of 14 feet and 6 inches and a maximum overall height of 21 feet. In addition, the applicant has presented no compelling design issues to support exceeding the two aforementioned heights. Consequently, staff supports an alternate canopy elevation as shown on Exhibit "T".

- G. Variance: The applicant is requesting a variance from the allowable signage from the maximum 125 square feet to 302 square feet. The additional square footage is requested to accommodate signage for the two proposed quick serve restaurants that are co-locating on the site. However, staff has identified no unusual circumstances concerning the site that would necessitate additional signage. The Board has heard several service station/restaurant applications, and with the exception of two sites (Chevron/McDonalds, Grantline Road, and Arco/Jack in the Box, Bradshaw Road), additional signage has not been approved for multi-use facilities. Consequently, staff recommends denial of the requested variance, consistent with prior actions for variance requests for additional signage. If the Board is inclined to approve the variance, staff recommends a maximum of 200 square feet of signage (125 feet for the service station land 75 additional square feet for the restaurants) consistent with the two aforementioned approvals.
- H. Mather Comprehensive Land Use Plan (CLUP): The subject site is located within the Mather CLUP which designates planning boundaries around the airport for height, noise and safety, and provides guidelines that define compatible land uses to protect airport operations from encroachment. The subject site is within a designated overflight zone for the 1987 CLUP and the updated CLUP which has not yet been adopted into the General Plan. Automobile service stations and retail uses are considered as compatible uses within the overflight zone.
- I. Conclusions: The proposed project is consistent with the General Plan designation, the Cordova Community Plan and the zoning designation. Compatibility issues should be minimal and the project's design will be consistent with surrounding uses. The overall view of the project is positive. However, staff is recommending an alternative canopy exhibit (Exhibit T, 21 feet 6 inches maximum), consistent with past Board actions concerning service stations within shopping centers. In addition, staff is also recommending denial of the requested sign Variance, consistent with most previous actions.

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V. WRITTEN COMMENTS RECEIVED:

- A. Community Council: On February 12, 1998, the Cordova Community Council voted 9-1 to recommend APPROVAL of the proposed project. Comments from the Rosemont Community Association were also forwarded as an attachment to the referral form stating the group's request for the Council to support quality housing for the site. Note: The sign variance was not reviewed by the CPAC.

VI. ATTACHMENTS:

- A. Environmental Document
- B. Site Plan - Exhibit "P"
- C. Landscape Plan - Exhibit "R"
- D. Building Elevations 1 and 2 - "Q-1" and "Q-2"
- E. Canopy Elevation - Exhibit "S"
- F. Canopy Elevation - Staff Alternative - Exhibit "T"
- G. Signage - Exhibit "U"
- H. Carwash - Exhibit "V"
- I. Shopping Center Site Plan
- J. Community Council Referral (if received)

This report was prepared by Troy Givans.

05/26/98

**DEPARTMENT OF ENVIRONMENTAL REVIEW AND ASSESSMENT
INITIAL STUDY**

CONTROL NUMBER: 97-UPB-VAZ-XXB-0706

NAME: TEXACO SERVICE STATION USE PERMIT AND VARIANCE

LOCATION: The property is located on the northeast corner of Bradshaw Road and Old Placerville Road, in the Cordova community.

ASSESSOR'S PARCEL NUMBER: 068-0030-045 (por)

OWNER:

Roger Swanson
2121 Arden Way
Sacramento, CA 95825

APPLICANT:

TAIT and Associates
2880 Sunrise Boulevard, Suite 206
Rancho Cordova, CA 95742

PROJECT DESCRIPTION

The proposed project is a request for:

1. **A Use Permit** to allow a primary automobile service station and 24-hour convenience market, with two quick-serve restaurants and drive-thru window, located within 500 feet of a residential zone, and a car wash on 1.26 ± acres in the SC zone.

A deviation from the allowed roof structure height of the canopy to exceed 2 feet, 6 inches in height and to allow the design clearance height to exceed 14 feet, 6 inches, pursuant to Section 340-43 of the Zoning Code.

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2. A **Variance** to deviate from the total maximum sign area allowed for a primary service station from 125 square feet to $302.7 \pm$ square feet.

ENVIRONMENTAL SETTING

The project consists of $2.09 \pm$ acres of undeveloped land on the northeast corner of Bradshaw Road and Old Placerville Road, in the Cordova community. The site is partially surrounded by wire fencing. It is relatively flat with on-site vegetation including native and non-native grasses, weeds and forbs. The project site was once an orchard and several tree stumps are currently on site. It appeared, however, that tree stump removal and clearing was occurring on the project site and adjacent sites at the time of the site inspection.

Surrounding land uses include; undeveloped land in the SC land use zone to the north and east, single family dwellings in the RD-10 and RD-5 land use zones to the west, and fast food restaurants, a grocery store, and related stores in the SC and LC land use zones to the south.

ENVIRONMENTAL EFFECTS

See the Initial Study Checklist attached to this report and the following discussion.

Background

The subject parcel was included in several previous projects including the "Kelly Business Park General Plan Amendment, Community Plan Amendment, and Rezone", Control Numbers: 87-GP-1948 and 87-CP-RZ-1949. An Environmental Impact Report (EIR) was prepared for the Kelly Business Park project which analyzed impacts relating to land use, public services, Mather Air Force Base compatibility, noise, traffic and circulation, air quality, tree preservation, and drainage of the site. The project was considered to have significant adverse impacts to traffic, circulation, and air quality. On May 9, 1990, the Board of Supervisors accepted the Final EIR as adequate and appropriate. On June 6, 1990, the Board of Supervisors adopted Findings of Fact and the Statement of Overriding Concerns

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and approved the General Plan Amendment by Resolution No. 90-0869. On October 31, 1990, the Board of Supervisors adopted the Findings of Fact and Statement of Overriding Concerns, approved the Community Plan Amendment by Resolution No. 90-1932, approved the Rezone by Ordinance No. SCZ 90-0056, and adopted the Agreement by Resolution No. 90-1933.

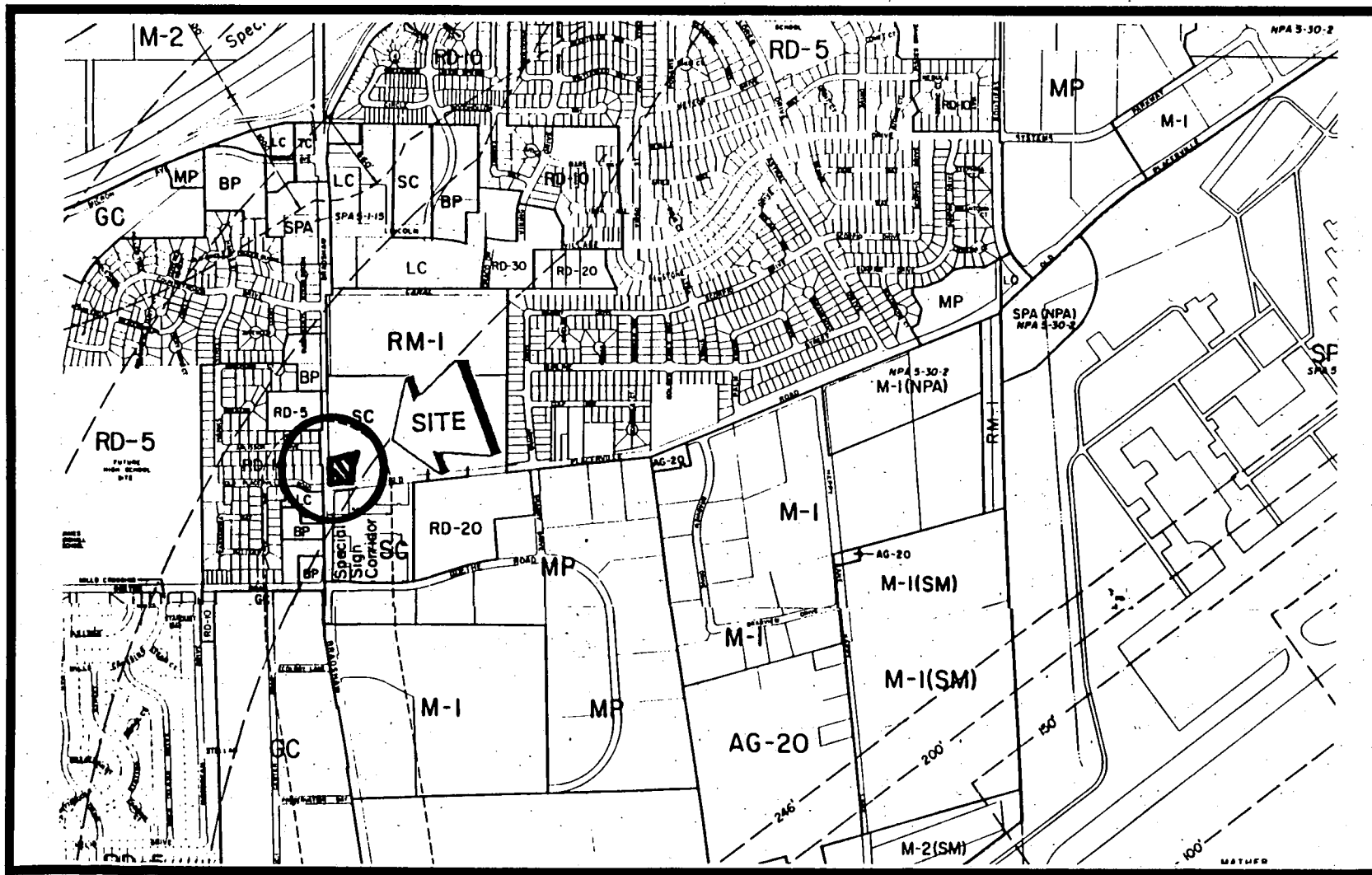
Simultaneously, the subject parcel was also included in the "Arika Komoorian, et al. Tentative Parcel Map", Control Number 88-PMR-0301. The map was considered categorically exempt from the CEQA process. It was approved in May of 1988.

More recently, the proposed project site has been included in the "Bradshaw Market Place Parcel Map and Special Review of Parking" Control Number: 97-PMR-PRS-0693, the "Bradshaw Market Place Development Plan Review" Control Number: 97-PAS-0727, and the "Bradshaw Market Place Transportation Management Plan" Control Number: 97-TMS-0728. On March 13, 1998, the Subdivision Review Committee approved the Parcel Map and Special Review of Parking with conditions. On March 10, 1998, the Planning and Community Development Department approved the Development Plan Review with conditions. The Transportation Management Plan has not been approved as of the writing of this document.

Land Use

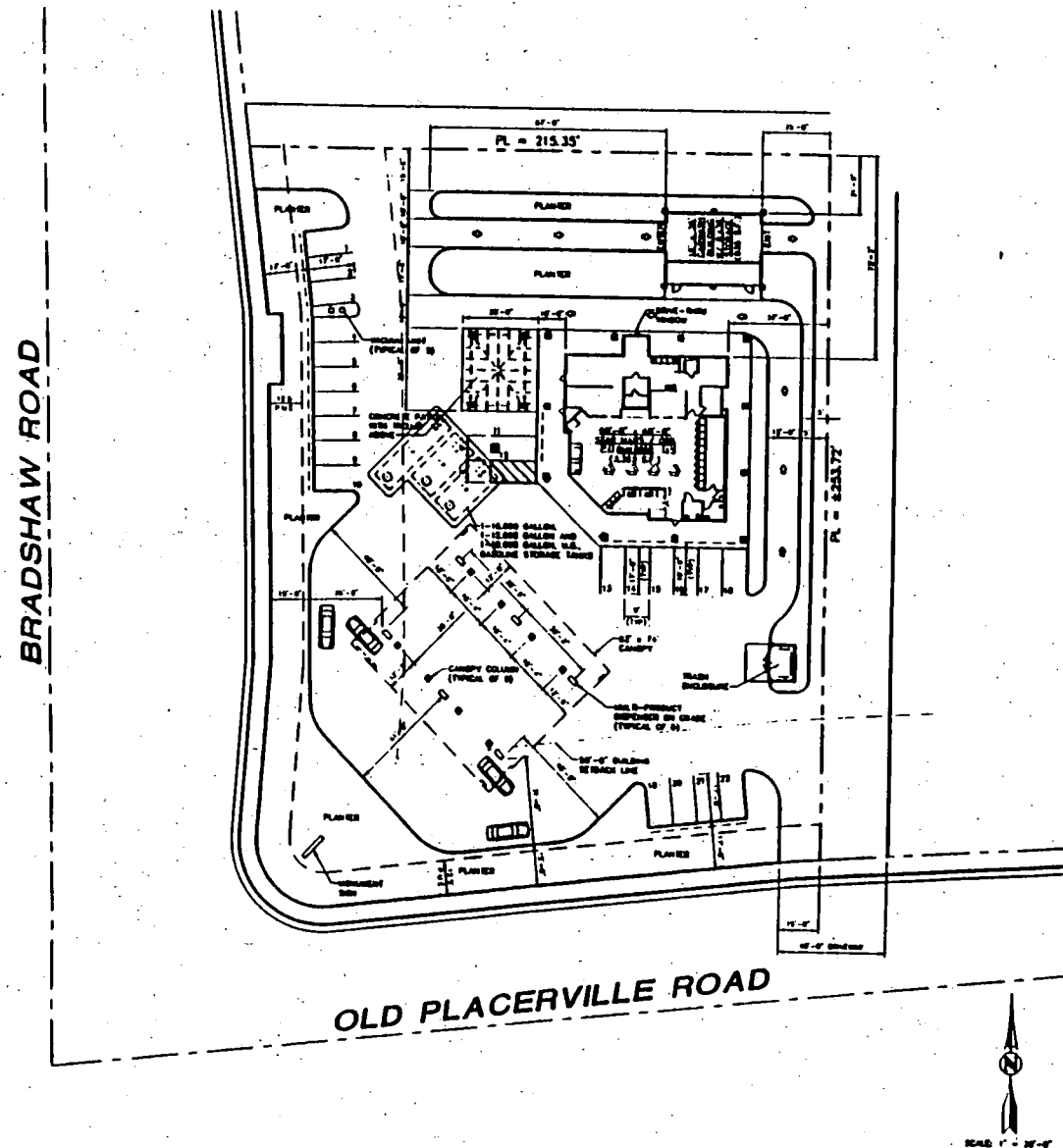
The proposed project is a request for a **Use Permit** to allow a primary automobile service station, a 24-hour convenience market with two quick-serve restaurants and a drive-thru window, and a car wash on 1.26± net acres in the SC zone (see Plate A for site location and Plate B for site plan). The project proponent is also requesting a deviation from the allowed roof structure height of the canopy to exceed 2 feet, 6 inches in height and to allow the design clearance height to exceed 14 feet, 6 inches, pursuant to Section 340-43 of the Zoning Code and a **Variance** to deviate from the total maximum sign area allowed for a primary service station from 125 square feet to 302.7 ± square feet (see Plate C for clearance and roof elevations and Plate D for proposed signs).

The project site is designated for Commercial and Office uses by the Sacramento County



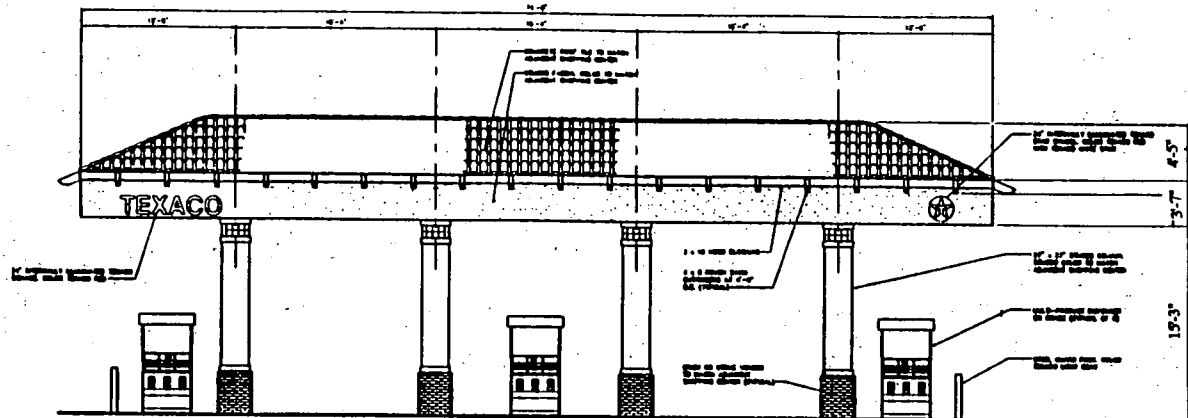
TEXACO SERVICE STATION USE PERMIT
AND VARIANCE
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PLATE A
SITE LOCATION

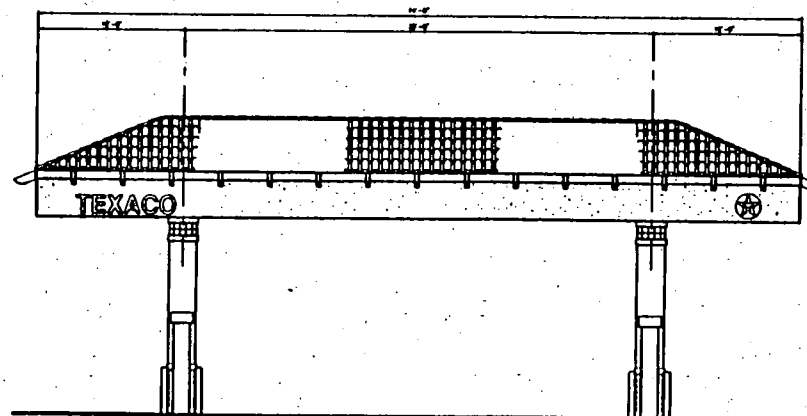


TEXACO SERVICE STATION USE PERMIT
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PLATE B
SITE PLAN



~~SIDE CANOPY ELEVATION~~



FRONT CANOPY ELEVATION

**TEXACO SERVICE STATION USE PERMIT
AND VARIANCE
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PLATE C

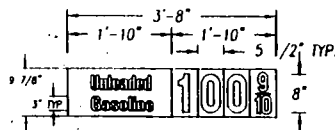
CLEARANCE AND ROOF ELEVATIONS

~~ATTACHMENT~~

ALL COPY ON NUMERAL PANELS TO BE CLEAR
W/ BLACK 8" CHANGEABLE COPY (REVERSED).



LOGO ON STREET SIDE

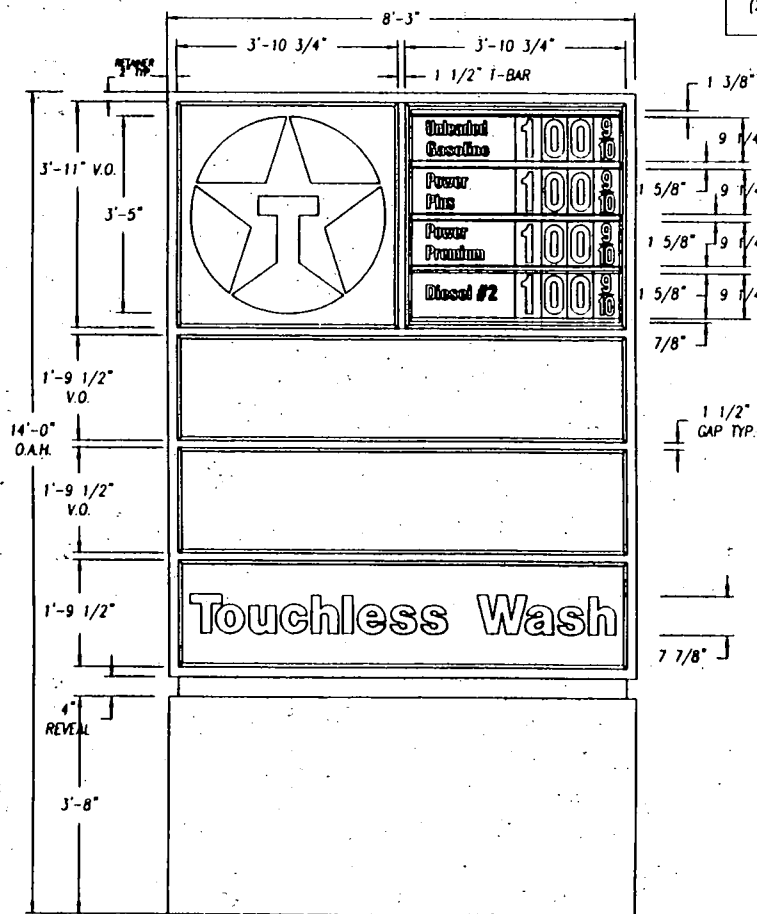


97-0708

RECEIVED

MAR 31 1998

PLANNING DEPT.
County of Sacramento



1. FABRICATE AND INSTALL (1) D/F INT. ILLUM. MONUMENT SIGN.
2. FABRICATE (1) SET OF 8" NUMERALS. EACH SET TO CONSIST OF:
(1) #1 W/ DECIMAL POINT, (12) #1, (12) #2, (12) #3, (12) #4,
(12) #5, (12) #6, (12) #7, (12) #8, (12) #9, (12) #0, (8) 9/10,
(8) BLANK PANELS. TOTAL = 136 PIECES
3. FABRICATE (1) SET OF 1000 WORDS. EACH TO CONSIST OF:
(2) POWER PLUS, (2) POWER PREMIUM, (2) DIESEL #2,
(2) UNLEADED GASOLINE. TOTAL = 8 PIECES.

SIGN TYPE	SIGN AREA S.F.	ILLUMINATION	EXEMPT	QTY.	TOTAL AREA S.F.
CONVENIENCE STORE					
STARMART	68.0	YES	NO	1	68.0
QSR	20.0	YES	NO	2	40.0
CANOPY					
TEXACO	22.5	YES	NO	3	67.5
STAR LOGO	3.1	YES	NO	8	24.8
CARWASH					
GRAPHICS PANEL	60.0	YES	NO	1	60.0
MAIN IDENTIFICATION SIGN					
STAR LOGO	15.3	YES	NO	1	15.3
FEATURE PANELS	14.2	YES	NO	3	42.6
PRICES	15.3	YES	YES	1	[15.3]
TOTAL PROJECT SIGN AREA					318.0
TOTAL NON-EXEMPT SIGN AREA					202.7

**TEXACO SERVICE STATION USE PERMIT
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PLATE D

SIGN DESIGN

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General Plan, for Shopping Center (SC) uses by the Cordova community plan, and is within the SC land use zone. The Sacramento County General Plan indicates that "the Commercial and Office designation provides for a full range of neighborhood, community and regional shopping centers and a variety of business and professional offices. Uses include locally-oriented retail, professional offices, and regional commercial operations. The location and size of commercial areas is based upon accessibility, historic development patterns, community and neighborhood needs, and minimization of land use conflicts. Ideally, commercial areas are designed to integrate with the community, including the provision for pedestrian amenities. The standard for commercial floor area ratios is between 0.25 and 2.5." The Zoning Consistency Matrix, Table III.5, of the General Plan indicates that the Shopping Center zone is consistent with Commercial and Office designation.

However, the proposed project may be considered inconsistent with General Plan Land Use Policy LU-14, which was adopted by the Board of Supervisors on December 15, 1993. General Plan Land Use Policy LU-14 requires new development located within one-half mile of a transit stop on a transportation corridor (e.g. Bradshaw Road) to conform to certain density requirements except where the Board of Supervisors finds the development at the desired densities is not feasible. Per the County Transportation Plan, Bradshaw Road is a designated Feeder Line (i.e. A high quality surface street with bus system feeding the regional trunk lines with 15 minute frequency). The project site is located within one-eighth mile of Bradshaw Road and provides a floor area ratio of less than the minimum specified in the General Plan. For the project to be approved, the Board of Supervisors must determine that the minimum density specified in the General Plan is not feasible.

As mentioned above, the project site is designated for Shopping Center (SC) uses by both the community plan and its land use zoning. Pursuant to Sacramento County Zoning Code Section (SZC) 225-30, the purpose of the SC land use zone is "to provide an area which will offer a wide choice of retail goods and services, while promoting the unified grouping of retail and service uses with convenient off-street parking and loading areas. It is intended that the SC District be designed in such a manner as to be an integral part of the neighborhood, community and urban area in which it is located." SZC Section 225-11(A.6) (21) indicates that a new primary auto service station is permitted in the SC zone, within 500 feet of residential zoning, subject to the issuance of a conditional use permit by the Board of Supervisors after a recommendation by the appropriate authority and is subject to special

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requirements as defined in Title III, Chapter 40 of the Zoning Code. In addition, SZC Section 225-11 (I.8) (45) states that if a convenience store is located less than 500 feet from a residential zone (the proposed project would be less than 500 feet from a residential zone) and hours of operation are proposed prior to 6:00 am or after 11:00 p.m. (the proposed project is for 24-hour operations), approval of a conditional use permit by the Board of Supervisors is also required. The Board of Supervisors may stipulate hours of operation more or less restrictive as a condition of the Use Permit. A drive-in restaurant/cafe may be authorized in a SC land use zone subject to the issuance of a use permit by the Zoning Administrator [Section 225-11 (G.7) (37)] and an automatic car wash facility is permitted in the SC zone subject to the issuance of a conditional use permit by the appropriate authority, in this case, the Project Planning Commission [Section 225-11 (A.10) (14)].

The applicant has provided a Justification Statement for the proposed project which is included as Attachment A. Upon procurement of the appropriate use permits and compliance with Zoning Code regulations, the proposed project would be consistent with the General Plan, the Cordova community plan and the zoning/land use designation.

Other land use compatibility issues associated with developments of this type include employee/patron safety and nuisance impacts upon adjoining land uses relating to vandalism, loitering, alcohol sales, loud car music from the gas station and/or store customers, glare from lighting, and noise from the car wash facility. Limiting the sale of single-serving alcohol products, orienting parking areas away from nearby residential areas, directing the lighting away from residences and limiting hours of operation for the car wash can all help reduce potential conflicts. In addition, Zoning Code Section 315-15 contains development requirements for all convenience stores and neighborhood markets, which are recommended by the Sacramento County Sheriff's Department to create a safer environment. The proposed development should be required to adhere to all recommendations. Compliance with all applicable development standards and conditions of approval placed on the Use Permit should minimize any nuisance impacts which may occur.

Land use impacts are considered less than significant.

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Aesthetics

The project applicant has requested a deviation from the allowed roof structure height of the canopy to allow it to exceed 2.5 feet, a deviation from the permitted design clearance height of the canopy to allow the design clearance height to exceed 14.5 feet (see Plate C), and a variance of the total maximum sign area for a primary service station from the permitted 125 square feet to allow $302.7 \pm$ square feet of signs (see Plate D).

Zoning Code Section 340-43(c) states that deviations from the design clearance height or allowable roof structure height may be permitted in conjunction with a use permit hearing if the final approving body finds that the overall architectural character of the service station is aesthetically enhanced by such deviation and total service station design is aesthetically compatible and complementary of the surrounding structures. According to the applicant, the "custom exterior architectural elevations are proposed to aesthetically tie the service station to the existing residential setting." The proposed increase in canopy height may be objectionable to some viewers; however, given the subjective nature of aesthetic impacts and the commercial zoning of the property, aesthetic impacts associated with the height deviation are not considered significant. Therefore, no significant environmental impacts are expected as a result of the deviations from height requirements.

In addition, per Zoning Code Section 340-38, automobile service station signs are subject to the provisions of Title III, Chapter 35, Articles 1, 2, 3, and 5 of the Zoning Code which are designed to establish a controlled sign environment in which a neat visual effect is produced and individual signs are easily identified and aesthetically pleasing to the public while remaining useful for identification without causing undue distraction to motorists. Signs have traditionally been utilized for two purposes: to identify a particular business or location and to attract attention to a business, place and/or product (see Plate F for proposed sign locations). The proposed signage does not meet the Zoning Code standards intended to reduce the negative aesthetics of signage in public view and could be viewed as a negative visual impact due to the quantity and proximity to residential areas. There is also the potential for motorist distraction as a result of the proposed signs. However, aesthetic issues are subjective and difficult to quantify. The visual impacts of multiple identification signs at a single facility within a mixed use commercial/residential district may be objectionable to some degree, but are not considered environmentally significant.

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Parking

As noted earlier, the subject property is currently undeveloped. Development of the project site with a vehicle-oriented enterprise such as the proposed project creates a potential for safety concerns and nuisance impacts to nearby residents if on-site parking facilities are inadequate, resulting in vehicle parking overflows onto adjacent properties.

Zoning Code Section 330-20 requires that vehicle parking for retail stores be provided at a ratio of at least four and one-half (4.5) spaces for every one thousand (1,000) square feet of gross floor area. Section 330-31 requires restaurants provide 1 parking space for every 3 seats. The floor area of the convenience store as indicated on the site plan is 3,363 square feet and it appears that no seating is proposed for the quick-serve restaurants. Therefore, it seems that a total of 15 parking spaces are required and 22 are proposed. The parking availability appears to meet the minimum requirement. Significant parking related impacts are not expected.

Access/Circulation

The applicant proposes to provide access to the project site via one 40-foot wide driveway off of Old Placerville Road on the southeast property boundary and one 30-foot driveway off of northbound Bradshaw Road on the northwest property boundary. These driveways appear to provide a common access for future development of adjacent sites and a condition of the parcel map which created the project site states that "reciprocal access and parking between parcels shown hereon shall be granted/reserved prior to the sale and/or reconveyance of said parcels." The County of Sacramento Transportation staff (J. Clark) reviewed the proposed project and indicated that the number, size and location of driveways are subject to approval by the Transportation Division and that driveways should be 45 feet in width per Sacramento County Improvement Standards. The applicant may need to widen the proposed driveways in order to comply with standards and insure adequate access.

On-site traffic congestion during peak hours of use is characteristic of this type of facility. Transportation Division staff (J. Clark) recommends the applicant verify the adequacy of the

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turning radii used for turning maneuvers within the site and coordinate the on-site circulation design with the Transportation Division prior to the submission of improvement plans. Ultimately on-site circulation should be constructed to the satisfaction of the Transportation Division.

Compliance with Improvement Standards and the Transportation Division's recommendations and requirements should ensure no significant traffic flow interruptions or other access related impacts occur along Bradshaw Road or Old Placerville Road and that adequate on-site circulation is provided.

Traffic Generation

The 1.26± acre subject property is proposed to be developed with a gasoline service station, convenience market, automated carwash, and two quick serve restaurants with drive-thru service. All the proposed uses are permitted, upon issuance of a use permit, within the SC land use zone, therefore traffic generated by these uses is expected to be compatible with the zoning. Additionally, much of the traffic from this type of land use is already on the road for other purposes and is often referred to as "pass-by" traffic. These types of uses (convenience market and/or service stations), which are heavily reliant on pass-by traffic, would have a more localized impact from a traffic standpoint than other uses which generate the same amount of traffic. Their influence, as compared to that of uses which draw no pass-by traffic, would not extend beyond a limited geographical area surrounding the site.

The following table (provided by J. Clark, Transportation Division) summarizes the potential trip generation to be expected with the existing zoning and the proposed project:

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Condition	Zoning or Use (area)	Daily Trip Rate	Daily Trips	Peak Hour Trip Rate	P.M. Peak Trips
Existing Zoning	SC (2.09 Acre)	545 VTE/Acre	1140	54.5 VTE/Acre	114
Proposed Project	Service Station w/Conv. Mkt & Carwash (12 fueling stations)	161.8 VTE/ fueling positions	1940	16.18 VTE/ fueling positions	194
Increase In Trips	n/a	n/a	800	n/a	80

*ITE: Institute of Transportation Engineers equation for determining rates.

As shown, the proposed project could be expected to generate a net increase in daily vehicle trips of 800 with a net peak hour increase of 80 vehicle trips. Increases of fewer than 100 vehicle trips during peak hours are generally not considered significant by the Transportation Division. The increase in traffic associated with the project is not expected to adversely impact the levels of service on local roadways or significantly affect regional air quality. Therefore, impacts associated with the minimal increase in traffic due to the proposed project are considered less than significant.

Noise

The applicant proposes to install a LaserWash 4000 self-serve car wash and two Adams vacuum units with quiet motors near the northeast corner of the project site. The installation of a car wash and vacuum units creates a potential noise increase over the projected ambient noise (primarily caused by traffic) for employees, customers, and nearby residential uses. Sacramento County affords protection for nearby sensitive receptors (i.e. residential land uses) by providing standards via the County General Plan Noise Element and the Sacramento County Noise Ordinance. Both documents set standards for new exterior nontransportation

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noise. The General Plan indicates that maximum noise levels (L_{max}) from the nontransportation noise source should not exceed 70 dBA at the nearest residential property line during daytime hours (7 a.m. to 10 p.m.) and 65 dBA at night (10 p.m. to 7 a.m.). The median noise level [L_{50} , (which means 50% of the time the noise is higher than L_{50} and 50% the noise level is below L_{50})] should not exceed 50 dB in daytime hours and 45 dB at night. The Noise Ordinance states that a noise source which generates a constant noise level for more than 15 minutes in an hour may not exceed 60 dBA at a residential property line during daytime hours, nor 55 dBA at night. If the existing ambient noise levels exceed that permitted in the noise limit listed above, the allowable limit shall be increased in 5 dB increments to encompass the ambient noise levels.

The applicant provided the car wash and vacuum unit manufacturing company's noise measurements of the proposed LaserWash 4000 and Adams vacuum which have been used in this Initial Study to estimate noise levels at nearby residential zones. The only nearby residential zone is located across Bradshaw Road to the west. Based on these noise measurements, the noise level created by the carwash at this residential zone, assuming no intervening structures, is estimated to be 64.8 dBA. It appears that noise levels from the proposed car wash would be within the General Plan Standards for L_{max} noise levels, but may exceed the L_{50} noise level guidelines. However, a car wash is generally an intermittent operation. In addition, the majority of the noise generated by the car wash is from blowers operating during the drying phase of the cycle. As a result, car wash operations at the site would not be expected to generate a constant noise level above 50 dB for more than 30 minutes per hour, and thus would not be expected to exceed the General Plan Noise Standards for L_{50} .

Additionally, the residential units affected by the proposed car wash are across Bradshaw Road which is designated as a Thoroughfare (usually six lane, high volume street) and a Feeder Line Network (a high quality surface street bus system feeding the regional truck lines with 15 minute frequency) by the Sacramento County General Plan Transportation Element. A traffic noise analysis was prepared for Bradshaw Road to estimate current ambient noise levels at the residential land use zones due to traffic. The FHWA traffic noise prediction model (FHWA RD-77-108) was used to predict average day-night noise levels (L_{dn}) affecting the residences. Assumptions included a day-night distribution of 87%/13%, and a truck mix of 3.5% medium trucks and 1% heavy trucks. The traffic noise prediction

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model predicted that noise levels at the residential property lines, using 1990 traffic volume figures, would be approximately 71 dB Ldn. This number represents the Day/Night Average Level of noise which is defined as the energy average of all noise occurring in a consecutive 24-hour period, with noise occurring during nighttime hours increased by 10 dB prior to averaging. Because this level is an average, the $L_{\max}$ due to traffic is higher than 71 dB. Therefore, ambient noise at the residential zones affected by the car wash are already high due to traffic noise. Because noise levels are measured on a logarithmic scale, the addition of a noise source which creates 64.8 dB to a source of 71 dB would not substantially increase the total noise exposure levels.

The noise level created by the vacuum units at the only nearby residential zone, assuming no intervening structures, is estimated to be 46.8 dBA. This is within the General Plan Standards for $L_{\max}$ noise levels and L_{50} noise level guidelines. Again, because noise levels are measured on a logarithmic scale, the addition of the vacuum units is not expected to substantially increase the total noise levels created by the proposed project.

Due to the intermittent nature of the operation of the car wash and vacuum and the existing noise levels in the area, the addition of the proposed car wash and vacuum units are not expected to significantly increase noise levels in the area. Noise impacts associated with the proposed project are considered less than significant.

Drainage/Flooding

The project site is located within the Mayhew Slough watershed. The site is outside of any federally designated 100-year floodplain, as shown on Flood Insurance Rate Map, panel number 060262-0215D, dated November 15, 1989. Sacramento County Water Resources Division staff (W. Forrest) reviewed the project and indicated that a previous entitlement, which included the project site, was conditioned to provide storm drain improvements along Bradshaw Road and to provide an analysis of the existing storm drain system, to which the project would connect, to verify that adequate capacity exists to handle storm drain flows.

The existing storm drain system may have been created to handle more residential-type development runoff because the original zoning of the project area was residential.

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Typically, runoff from commercial-type developments is higher than residential, therefore the current system may not be adequate for the proposed commercial development. According to Water Resources Division staff (W. Forrest), the proponents of the previous entitlements are working on the required storm drainage analysis to determine if any improvements are necessary. If it is determined that additional drainage is needed or that drainage related impacts may occur, the Water Resources Division will require that appropriate temporary and/or permanent on- and/or off-site drainage improvements be installed. The current project applicant may be required to participate, on a fair share basis, in the installation of such improvements.

WRD requested the following be made conditions of approval for this project:

1. Provide drainage easements and install facilities pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Drainage Ordinance, and Sacramento County Improvement Standards, including any fee required by Ordinance No. 1 of the County Water Agency.
2. Offsite drainage improvements and easements shall be provided pursuant to the Sacramento County Floodplain Management Ordinance, and the Sacramento County Improvement Standards.

Compliance with requirements of previous approvals and the recommendations/requirements of the Water Resources Division should ensure that drainage impacts are less than significant.

Mather Comprehensive Land Use Plan (CLUP)/Mather Airport Policy Area

The State of California regulates airports under the authority of the Airport Land Use Commission Law, Chapter 4, Article 3.5, California Public Utilities Code. The purpose of the Airport Land Use Commission Law is to:

1. Protect public health, safety and welfare through the adoption of land use standards that minimize the public's exposure to safety hazards and excessive levels of noise; and

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2. Prevent the encroachment of incompatible land uses around public-use airports, thereby preserving the utility of these airports into the future.

These are implemented through Airport Land Use Commissions (ALUCs), which are required in every county with a public use airport or with an airport served by a scheduled airline. The Sacramento Area Council of Government (SACOG) has been designated as the ALUC for the counties of Sacramento, Sutter, Yolo and Yuba. Under the provisions of the law, the ALUC is required to prepare a Comprehensive Land Use Plan (CLUP) for each airport within its jurisdiction.

The ALUC prepared a CLUP for Mather AFB in 1987 which was adopted into the General Plan by the Board of Supervisors. The CLUP designates planning boundaries (zones) around the airport for height, noise, and safety, and provides guidelines that define compatible land uses within those zones. The intent of the CLUP is to protect airport operations from encroachment by noncompatible land uses, as well as to protect people on the ground from the impacts of excessive noise and aircraft accidents. The existing CLUP zones were established based upon historic military use of the airfield.

In May 1996, the ALUC prepared a Draft Mather Airport CLUP Update to establish new height, noise and safety zones for Mather Airport based on its projected buildout use as a County-operated aviation facility. An amended version of the Mather Airport CLUP was adopted by the ALUC Board on May 15, 1997; however, the amended version has not yet been adopted into the County General Plan by the Sacramento County Board of Supervisors. Therefore, the 1987 CLUP technically applies to all projects until the Board of Supervisors adopts the updated CLUP.

Land uses are restricted within airport safety zones to minimize the number of people exposed to aircraft crash hazards. The safety zones established by the CLUP consist of the clear zone, the approach-departure zone and the overflight zone. The clear zone is the area located immediately at the end of the runway and is the most restrictive safety area. The approach-departure zone is located beyond the clear zone and the end of each runway along the primary flight paths and is less restrictive. The least restrictive of the three safety areas is the overflight zone, which generally coincides with the area overflowed by local traffic

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patterns. The project site is located in the overflight zone under both the 1987 Mather AFB CLUP and the updated Mather Airport CLUP (see Plates F & H). Service stations and retail commercial uses are considered compatible uses within the overflight zone.

Land uses are also restricted within airport noise zones to protect the public from excessive noise. The CLUP land use compatibility guidelines for noise indicate that residential uses, churches, schools and hospitals are generally compatible with noise levels up to 65 dB CNEL; and that most commercial, industrial and recreational uses are compatible with noise levels up to 70 dB CNEL. The project site is located between the 65-70 dB CNEL noise contours for the 1987 Mather AFB CLUP (see Plate E) and outside the 65 dB CNEL noise contours for the updated Mather Airport CLUP (see Plate G). The proposed commercial uses are considered conditionally acceptable in the 65-70 dB CNEL noise contours and acceptable outside the 65 dB CNEL noise contours. The project remains technically subject to the standards of the existing CLUP. However, since Mather airfield is operating as a County-operated aviation facility rather than a military Air Force Base, actual noise levels in the area are less than projected in the adopted Mather AFB CLUP, and no mitigation should be required.

Impacts related to airport compatibility are considered less than significant.

REQUESTS/REQUIREMENTS OF VARIOUS AGENCIES

A. Sacramento County Transportation Division:

1. Grant the County right-of-way on Bradshaw Road based on a 108-foot standard and install public street improvements pursuant to the Sacramento County Improvement Standards. Note: There is an offset centerline on Bradshaw Road. Please verify with the Transportation Division as to the exact location.
2. Grant the County right-of-way on Old Placerville Road based on an 84-foot standard and install public street improvements pursuant to the Sacramento County Improvement Standards.
3. Dedicate additional right-of-way on Bradshaw Road and Old Placerville Road for

ATTACHMENT 4

Topographic map showing the area around Sloughhouse, California. Key features include:

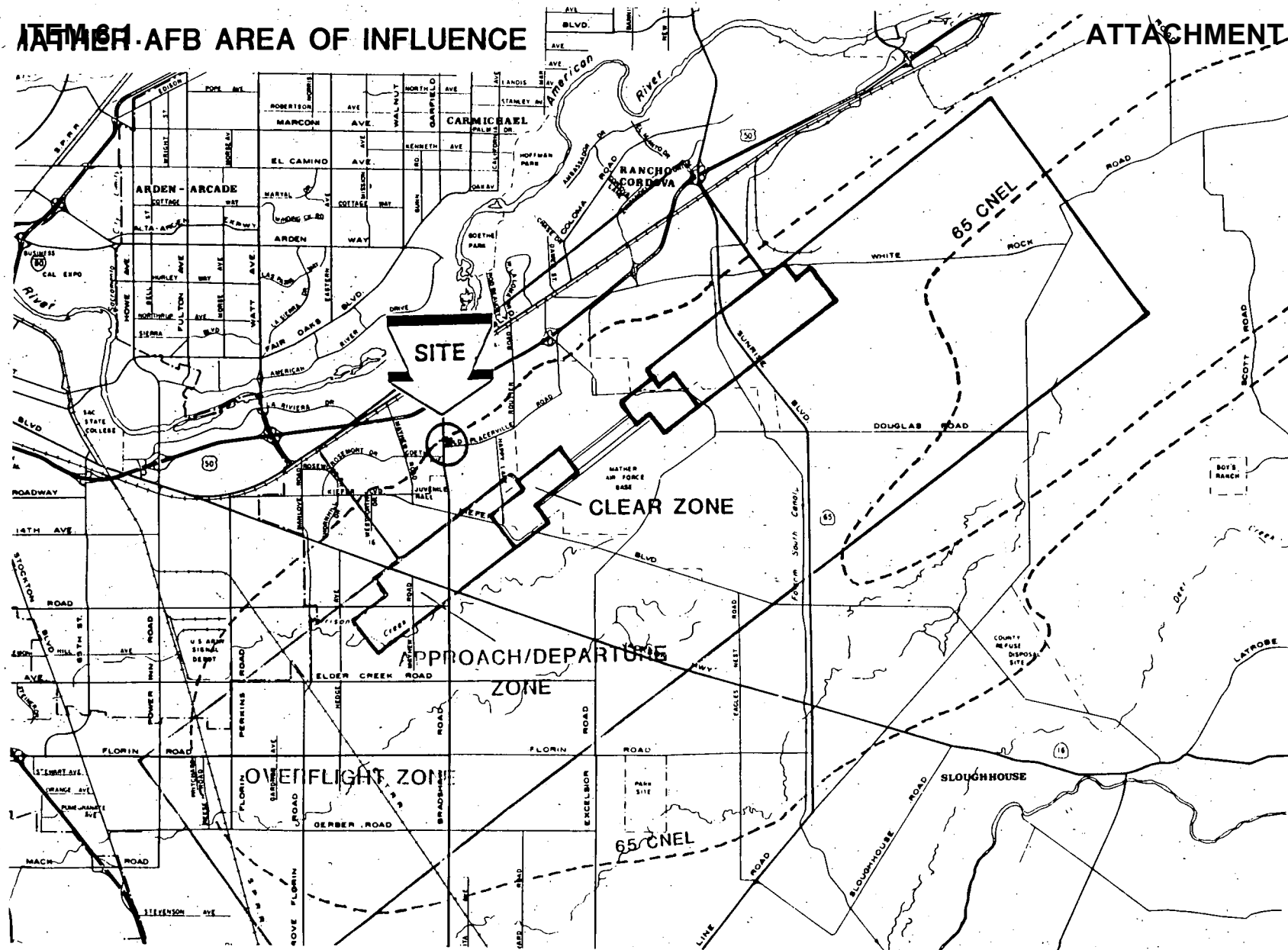
- Contour Lines:** Elevation markers at 60, 65, 70, 75, and 80 feet.
- Roads:** Jackson Hwy, Douglas Road, Sloughhouse Road, Scott Road, Lathrop, and various local roads like White Rock Road and Boy's Ranch Road.
- Landmarks:** Nathan Air Force Base, Par Site, County Refuse Disposal Site, and Boy's Ranch.
- Geographical Features:** Sloughhouse Creek and various smaller creeks.
- Infrastructure:** Highway 99 (Golden State Blvd) and Highway 168 (Lathrop).
- Scale:** 1" = 2mi.
- Orientation:** North arrow pointing towards the top right.

1": 2ml.

PLATE E

MATHER AFB 1987 CLUP

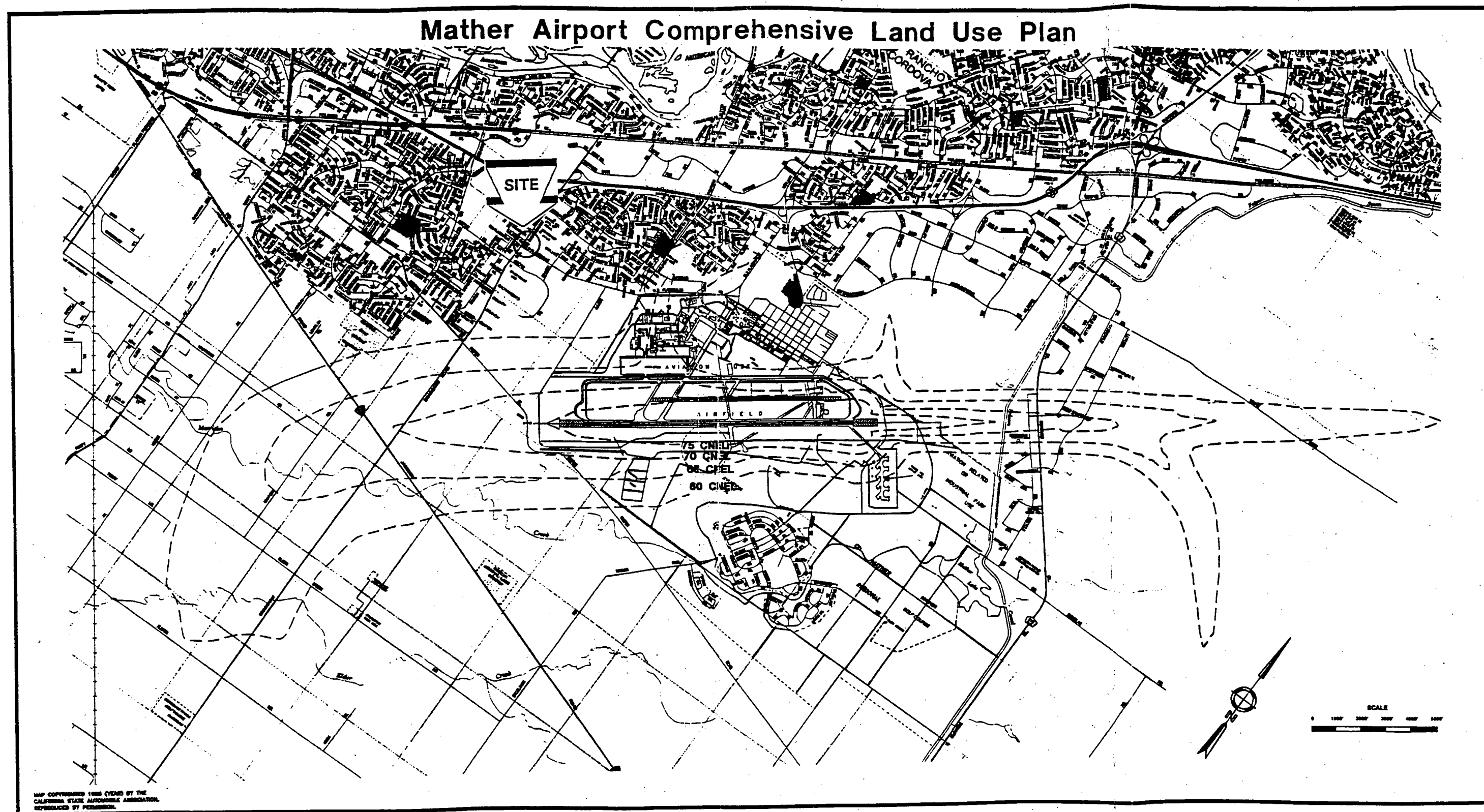
NOISE CONTOURS



TEXACO SERVICE STATION USE PERMIT
AND VARIANCE
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PLATE F
MATHER AFB 1987 CLUP
AREA OF INFLUENCE

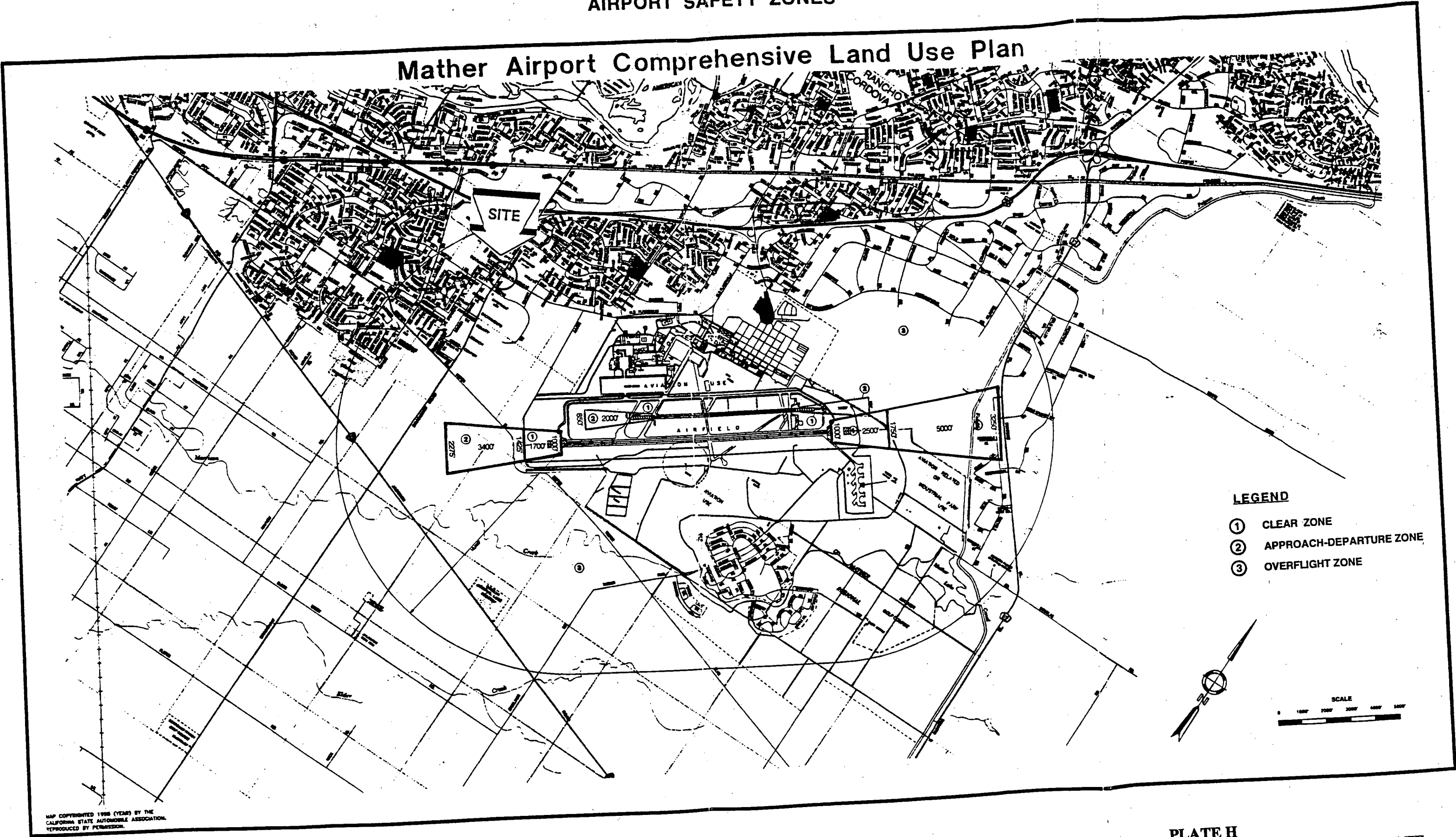
AIRPORT NOISE CONTOURS



TEXACO SERVICE STATION USE PERMIT
AND VARIANCE
97-UPB-VAZ-XXB-0706

PLATE G
MATHER AFB 1997 CLUP UPDATE
NOISE CONTOURS

FIGURE 10
AIRPORT SAFETY ZONES



TEXACO SERVICE STATION USE PERMIT
AND VARIANCE
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PLATE H
MATHER AFB 1997 CLUP UPDATE
AREA OF INFLUENCE

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intersection widening per Standard Drawings H-24 and H-25 of the Sacramento County Improvement Standards.

4. The size, number, and location of driveways shall be to the satisfaction of the Transportation Division. Driveways should be 45 feet in width per Sacramento County Improvement Standards.
5. On-site circulation should be to the satisfaction of the Transportation Division.

B. Air Quality Management District:

1. The District has adopted Rule 457-Methanol Compatible Tanks, which requires the installation of at least one methanol compatible tank for all new service stations, or if existing tanks are exposed during construction.
2. During the construction phase of the project, the provisions of Rule 403- Fugitive Dust will apply.
3. We request that the operator of the restaurant make every effort to keep waiting time for customers using the drive-up window as brief as possible. Generally, if waiting times are less than 8 minutes there are fewer auto-related emissions to the atmosphere than if the customer parked the vehicle and went inside.

C. Sacramento Sheriff's Department:

1. All conditions in Sacramento Zoning Code 315-15.5 are followed. In, addition, a computer generated, point to point photometric plan be submitted to this Bureau. The calculated points of the foot candle printout will be spaced no further than five feet apart in either direction.
2. Parking and loitering areas that cannot be seen from the cashier's station will be monitored by the store's CCTV. The location plan of the CCTV cameras and monitors must be sent to this Bureau. Lighting will be in accordance of the needs of the cameras. One monitor will be at the cashiers station and placed so that both

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customers and cashier can easily view the screen. The tape speed of the CCTV will be twenty-four hour "real time".

3. Customer bicycle racks will be viewable from the cashier's station.
4. Landscaping and berms will not block casual viewing from the street to the cashier's station. Particular attention should be made to the Point Reyes, razzleberri and similar plants that may affect the viewing.
5. Air and water stations, if installed, should be visible from the cashier's station.
6. Public telephones will be call out only and placed away from the building to reduce loitering. It will also preclude someone pretending to talk on the phone and committing a "snatch and run" on a person entering or leaving the building.
7. If the drive-thru window has limited hours, barriers should be in place to prohibit loitering in the driveway to the window. A CCTV camera can be substituted for the barriers.

Water Resources Division:

1. Provide drainage easements and install facilities pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Drainage Ordinance, and Sacramento County Improvement Standards, including any fee required by Ordinance No. 1 of the County Water Agency.
2. Offsite drainage improvements and easements shall be provided pursuant to the Sacramento County Floodplain Management Ordinance, and the Sacramento County Improvement Standards.

ENVIRONMENTAL MITIGATION MEASURES

None recommended.

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INITIAL STUDY PREPARERS

Environmental Coordinator: Dennis Yeast
Assistant Environmental Coordinator: Joyce Horizumi
Division Manager: Catherine Hack
Project Leader: Adrienne Disbrow
Initial Review: Robert DeMorales
Office Manager: Linda Quinday
Office Assistant: Marilyn Weaver

(97-0706.is/mw)

INITIAL STUDY CHECKLIST

SACRAMENTO COUNTY DEPARTMENT OF ENVIRONMENTAL REVIEW AND ASSESSMENT
 Control Number: 97-UPB-VAZ-XXB-0706 TEXACO SERVICE STATION USE PERMIT
 AND VARIANCE

Could/Would the project:	Yes	Maybe	No	
1. significantly affect Regional air quality?			X	Project would not contribute significantly to regionally significant air pollutants or their precursors.
2. significantly affect local air quality?			X	Locally significant pollutants would not be emitted in quantities that exceed state or federal standards.
3. contribute to the removal of a significant amount of prime agricultural land from agricultural production?			X	The project site is not designated prime agricultural land.
4. create the potential for property damage following the completion of the project due to existing or altered soil and/or slope conditions?			X	The site is relatively flat. Soil and slope conditions would not be altered significantly.
5. be adversely affected by other geologic or seismic hazards?			X	No known geologic or seismic hazards.
6. cause erosion or siltation resulting in severe water quality impacts or damage to adjacent properties?			X	No significant water quality impacts are expected to occur.
7. have a substantial effect on the supply or consumption of a mineral resource?			X	No known mineral resources are present on the site.
8. significantly affect ground or surface water supply or quality?			X	The project would not affect ground or surface water supply significantly.
9. substantially affect, or be affected by, flooding?			X	FEMA Flood Insurance Maps indicate project is outside the 100-year flood plain.
10. adversely affect populations of unique, rare or endangered plants or animals, or their habitats?			X	No rare, endangered, or threatened species of plants or animals are known to inhabit the site.
11. significantly affect resident or migratory wildlife or their habitat?			X	No significant migratory habitat on site. Minor displacement of local wildlife.
12. affect or result in the removal of critical habitat, such as riparian and wetland plant associations?			X	No wetland or riparian habitat within project area.
13. affect or result in the removal of prominent, heritage or landmark trees, or otherwise aesthetically important plant forms?			X	No trees or aesthetically important plant forms exist on the site.
14. affect sites of archaeological or historical importance?			X	No known sites of archaeological or historical importance in project boundaries.
15. be in conflict with adopted General, Community, or specific plans of Sacramento County?			X	Project is consistent with General and Community plans.

INITIAL STUDY CHECKLIST

SACRAMENTO COUNTY DEPARTMENT OF ENVIRONMENTAL REVIEW AND ASSESSMENT
Control Number: 97-UPB-VAZ-XXB-0706
TEXACO SERVICE STATION USE PERMIT
AND VARIANCE

Could/Would the project:	Yes	Maybe	No	
16. conflict with adopted plans of agencies or jurisdictions other than Sacramento County?			X	No other plans apply.
17. require major modification of, or adversely affect, public facilities?			X	Urban infrastructures and facilities exist in the area to serve the project.
18. have a substantial effect upon transportation facilities?			X	Transportation facilities would not be significantly affected.
19. have a substantial effect on energy demands?			X	The project would not have significant effects on energy and utilities. Minor amounts of fossil fuel would be used.
20. substantially affect the quantity of open space in an area, or severely and adversely change the visual character of the project site?			X	The project would not significantly affect the quantity of open space in the area, or severely change the visual character of the project site.
21. generate average or peak noise levels that would seriously affect the health or general well-being of any nearby people?			X	The project would not create significant noise levels. See "noise" discussion included in the Initial Study.
22. expose future residents or site users to existing or future noise levels that could seriously affect their health or general well-being?			X	No significant noise impacts are expected.
23. cause significant shifts in employment or income characteristics of the community?			X	The project would not cause significant changes in employment or income of community. Additional workers would be employed for construction.
24. have a substantial and demonstrable negative aesthetic effect?			X	No significant aesthetic impacts are expected.
25. breach published national, state, or local standards relating to solid waste or litter control?			X	The project would be operated in accordance with local, state, and federal solid waste regulations and would have insignificant solid waste impacts.
26. induce a substantial growth or concentration of population?			X	The project would not induce substantial growth or concentration of population.
27. displace a large number of people, or disrupt or divide an established community?			X	The project would not displace any people, or disrupt an established community.
28. involve a risk of an explosion or the release of hazardous substances in the event of an accident or upset conditions?			X	Storage of volatile or hazardous material would result from the project, however stringent regulations placed on underground storage tanks reduce impacts to less than significant.
29. involve possible interference with an emergency response plan or an emergency evacuation plan?			X	No known emergency response or evacuation plan would be affected by the project.
30. result in creation of any health hazard or potential health hazard, or expose people to potential health hazards?			X	The project would not result in the creation of a health hazard or expose people to any known or potential health hazards.

JUSTIFICATION

TEXACO Dealership Service Station & Convenience Market
NEC Bradshaw Road and Old Placerville Road
Sacramento County, California

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PLANNING DEPT.
County of Sacramento

HARWINDER BISLA is proposing to develop a new TEXACO neighborhood automobile service station facility that will incorporate six multi-product dispensers (twelve fueling positions) under a 4,588 square foot canopy, a 3,363 square foot convenience market (selling beer and wine, open 24 hours a day) with two Quick Service Restaurants with drive-thru window service at the above site. A Conditional Use Permit is required to allow a primary automobile service station, a car wash, and convenience market within 500 feet of a residential zone. A variance for signage in excess of that permitted by the Zoning Code is also required.

The site is zoned SC - SHOPPING CENTER LAND USE ZONE. The complimentary uses -- gasoline sales and convenience goods sales -- proposed for the site are all permitted uses in the SC zone per the Sacramento County Zoning Code Commercial Use Table (ZCII, 225-11, Table II) upon compliance and maintenance of the corresponding special conditions set forth in that Table and as cited elsewhere in the Code. A Conditional Use Permit by the Board of Supervisors is required to allow a primary automobile service station, a car wash, and a convenience market within 500 feet of Residential, Agriculture-Residential and Agricultural.

The only deviation to Zoning Code standards is the request for a variance to exceed the overall signage permitted on an automobile service station site as regulated in Zoning Code Article 2.3 On-Site Signs - Primary Automotive Service Stations (ZCIII, 335-28).

As indicated on the site plan, the ultimate net site area for this facility is 54,821.7 square feet (1.26 acres). The portion of the site to be landscaped is 12,644.7 square feet or 23.1 percent of the total site area. Custom exterior architectural elevations are proposed to aesthetically tie the service station to the existing residential setting. Sixteen parking stalls are required by Code and twenty-two are provided on-site.

Findings for approval are justified by the following:

1. *The use is substantially similar in characteristics, intensity, and compatibility to a use or uses within the applicable zoning class. (extracted from ZCI, 110-30.5a)*

Sacramento County Zoning Code Title II, 225-30 states:

"The purpose of this zone (Shopping Center) is to provide an area which will offer a wide choice of retail goods and services, while promoting the unified grouping of retail and service uses with convenient off-street parking and loading areas. It is intended that the Shopping Center District be designed in such a manner as to be an integral part of the neighborhood, community and urban area in which it is located."

This facility has been designed to integrate it with an urban setting. Local residents are its primary customer. Uses and services for the residential neighbors have been incorporated at the service station to meet this goal. Quick service restaurants, proposed as a secondary use, offer a fast, convenient alternative to conventional fast food locations.

Historically, automobile service stations and retail uses have served compatible and established neighborhood functions. In the last 10 years, automotive repair, once the lifeblood of the local service station, has declined severely and all but died away. Neighborhood service stations eventually closed down their service bays and replaced them with a selection of convenience items. Although automobile service stations are still (rightfully) treated separately in the Zoning Code, it is also important to recognize the natural retail aspect of this business.

97 0706

2. *That the use is appropriate in the applicable zoning class as a conditional use. The use shall conform to all regulations and conditions of approval that apply to the similar uses permitted in the zone as well as to applicable standards and provisions for the similar uses in Title III (extracted from ZCI, 110-30.10.)*

The project is located at one corner of a major intersection where it can easily be accessed by motorists. The availability of gasoline products, particularly along routes of major travel, is a fundamental necessity. Concurrent location of convenience and quick serve food items at automobile service stations also serve the coincident purpose of allowing customers to obtain goods, services and limited grocery items simultaneously with the purchase of gasoline products. By locating this type of facility at major intersections, the greatest number of commuters will have the opportunity to utilize the range of services offered with a minimal amount of additional travel distance.

This concept is also consistent with the Circulation Element of the General Plan, where, in the discussion of Policy CI-11 it states:

"Even those automobile trips that remain will tend to be shorter if residential, employment, and support commercial services are brought closer to one another. This policy calls for the introduction of an appropriate mix of uses into neighborhoods throughout the county if it will help reduce automobile travel demand."

Traffic, marketing and demographic studies all confirm that customarily the business given to service stations are from "pass by trips." Pass by trips are those made by motorists who are already traveling on the adjoining street network to a subsequent destination, making automobile service stations a perfect compliment to traditional retail uses. As discussed earlier, the location at this facility will further reduce travel demands on local streets.

Although residential uses exist within 500 feet of the site, the 24 hour operation of the facility warrants approval on the basis of safety and accessibility. All conditions in the Sacramento County Zoning Code 315-15.5, Development Requirements for all Convenience Stores and Neighborhood Markets as Recommended by the Sacramento County Sheriff's Department will be incorporated. Readily available convenience goods such as coffee and snack items are vital to late night travelers and pre-dawn commuters alike. Security procedures such as video surveillance cameras and outgoing-calls-only pay telephones are features TEXACO routinely installs in locations open 24 hours a day. TEXACO employs strict personnel safety regulations over all their outlets. These controls ensure the well being of employees and patrons alike. Members of the local community should also feel assured that:

There will be no installation of any arcade device such as video games or pinball machines, nor will adult magazines be sold at any facility. These attractions offer the most appeal to persons wishing to loiter on the premises, in the absence of these attractions loitering and associated activities are reduced substantially.

A strict no loitering policy will be enforced to prevent such activity from occurring on the premises. Loitering activities often raise concern in the surrounding community and are seen as threatening by patrons of the facility. TEXACO will be proactive and not allow such activities to occur and negatively impact their ability to successfully operate at this location.

TEXACO dealers, facility managers and store employees receive extensive training in crime and theft prevention, alcohol sales management, and in providing conscientious customer service to patrons.

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DEC 11 1997

PLANNING DEPT.
County of Sacramento

This document was prepared for the County of Sacramento on behalf of Harwinder Bisla by TAIT & Associates. Questions concerning the information contained herein should be addressed to Anita M. Williams, Project Manager, TAIT & Associates, Inc., 2880 Sunrise Blvd., Suite 206, Rancho Cordova, CA 95742, tel (916) 635-2444, fax (916) 635-2606, e-mail anitaw@sec.tait.com.

97 0706

TAIT

ITEM 6.1.

ATTACHMENT 4
ROSEMONT
COMMUNITY ASSOCIATION, INC.
P.O. Box 277194
Sacramento, CA 95827
Voice Mail: (916) 486-4636

6 Feb 98

SUBJECT: Texaco Service Station
Bradshaw and Old Placerville Road
Control No: 97-UPB-XXP-0706

Cordova Planning Advisory Council

The proposed Texaco Service Station is immediately adjacent to the eastern boundary of the Rosemont Community Association geographic area. Accordingly the RCA board reviewed the application and offer the following comments.

First, the upgrade of Bradshaw to a designated feeder on the Transportation Plan makes it critical that housing be carefully considered in any land use decision. We believe the location of this project is much better suited to a quality housing development which could make good use of public transportation on Bradshaw.

The County Master Facilities Plan envisions major expansion of County facilities on Bradshaw which will increase the demand for housing and justify even more robust public transportation on the Bradshaw corridor.

There is also an abundance of facilities similar to the one proposed just north of Old Placerville Road.

For the reasons listed, RCA would encourage CORPAC to not approve this application.

Sincerely,



Michael R. Gallagher, President
Rosemont Community Association

Copy to : Donna Cicogni-Mahoney

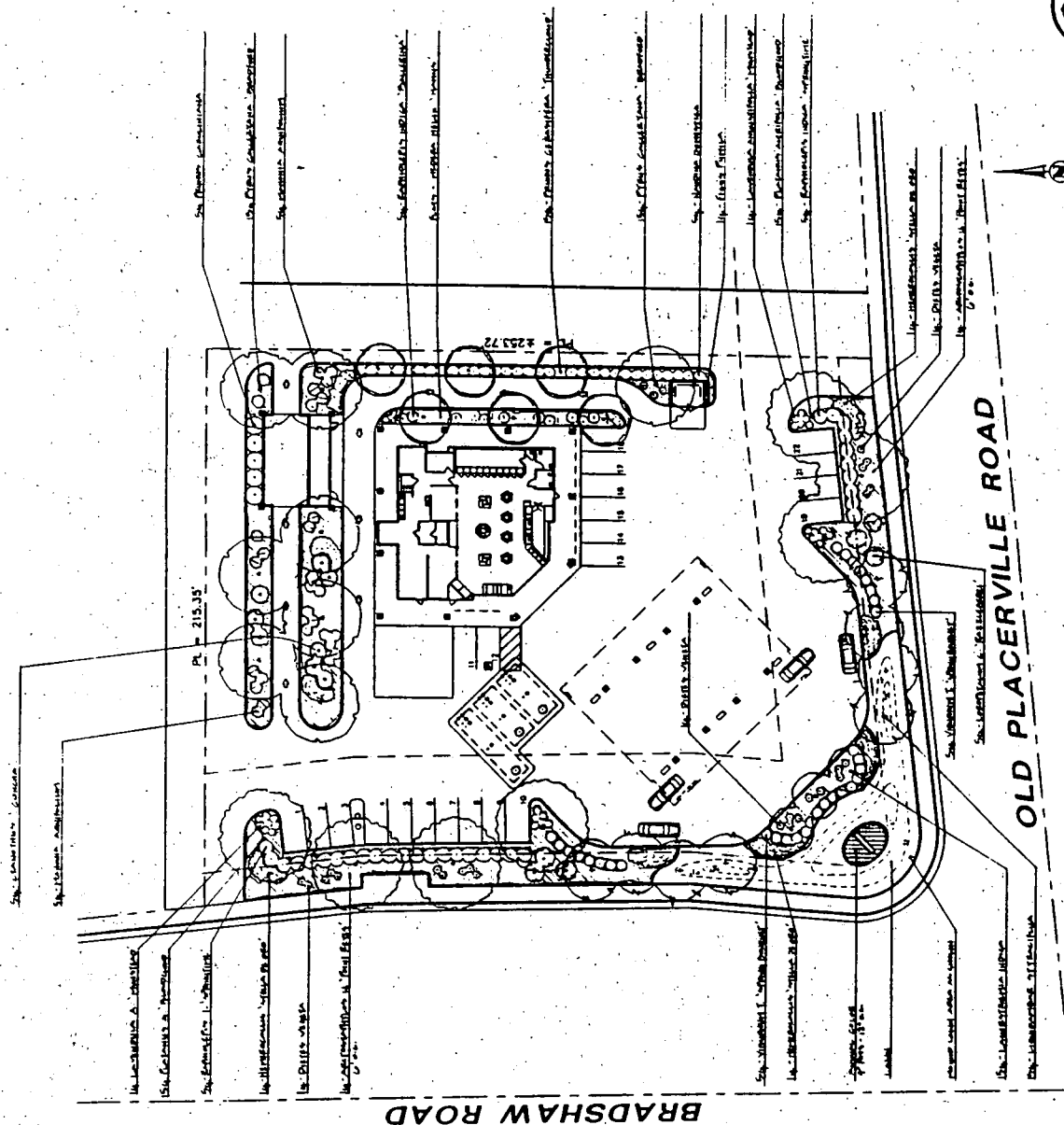
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FEB 13 1998

PLANNING DEPT.
County of Sacramento

TOTAL P.12

SHEET NO. L-1 SHEET OF 1		PROJECT NO. 11-10-15 DATE 11-10-15 CHECKED 11-10-15 DESIGNED 11-10-15 DRAWN 11-10-15 IN CHARGE 11-10-15		PRELIMINARY LANDSCAPE PLAN PROPOSED TEXACO FACILITY 60'-0" = 60'-0" RETAIL / OSM FACILITY M.E.C. BRADSHAW ROAD @ OLD RAINWATER ROAD BAKERSFIELD, CALIFORNIA		TAIT & ASSOCIATES, INC. 2000 LINDSEY BLVD. SUITE 200 BAKERSFIELD, CALIFORNIA 93311 (805) 338-7000 (805) 338-7000 FAX PROJECT: 11-10-15		NO. 11-10-15 DATE 11-10-15 BY 11-10-15 CHECKED 11-10-15 IN CHARGE 11-10-15	
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PRELIMINARY LANDSCAPE PLAN

Ronald J. Allison
Landscape Architects

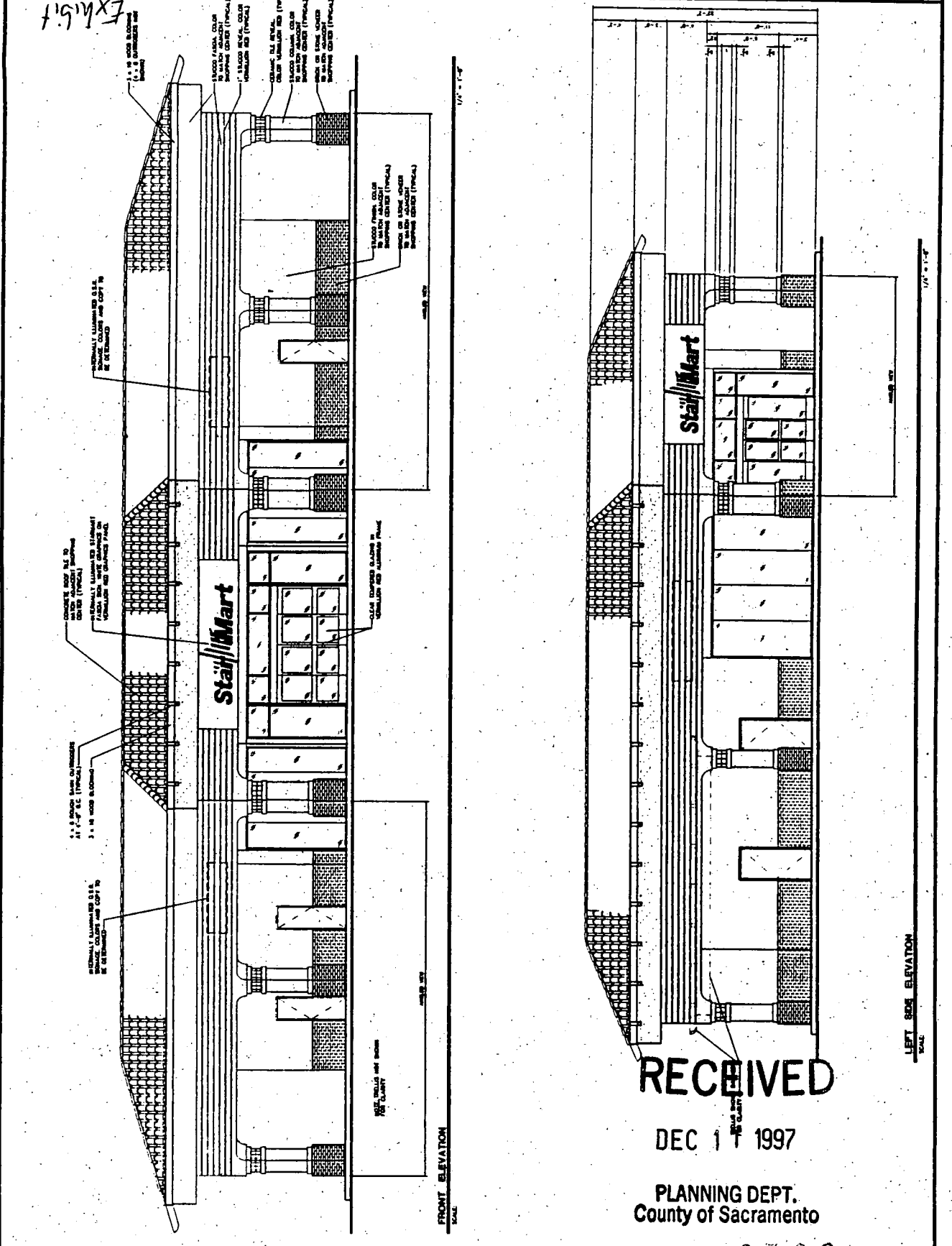
$$\frac{d-2d}{d-2d} = \frac{1}{2}$$

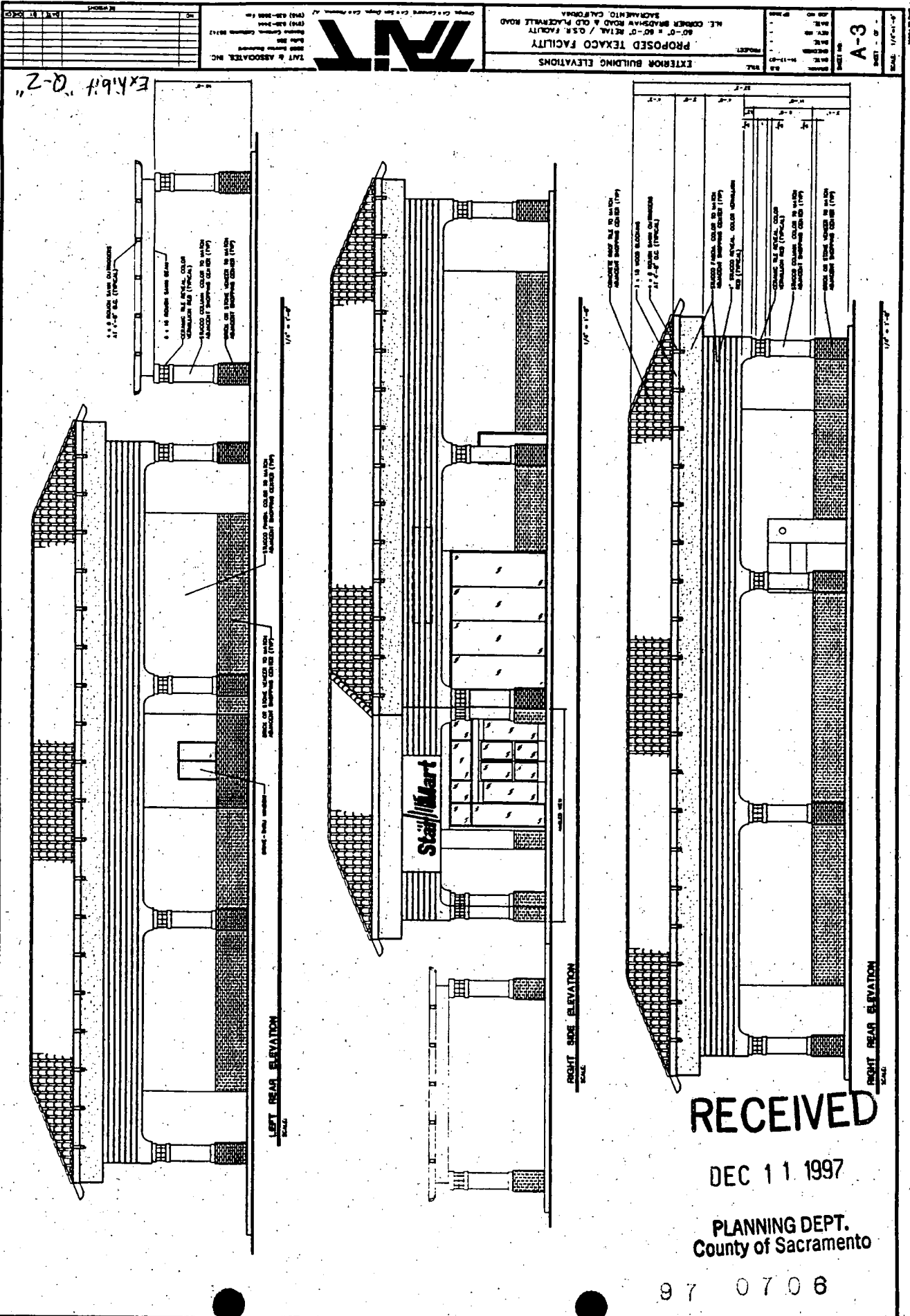
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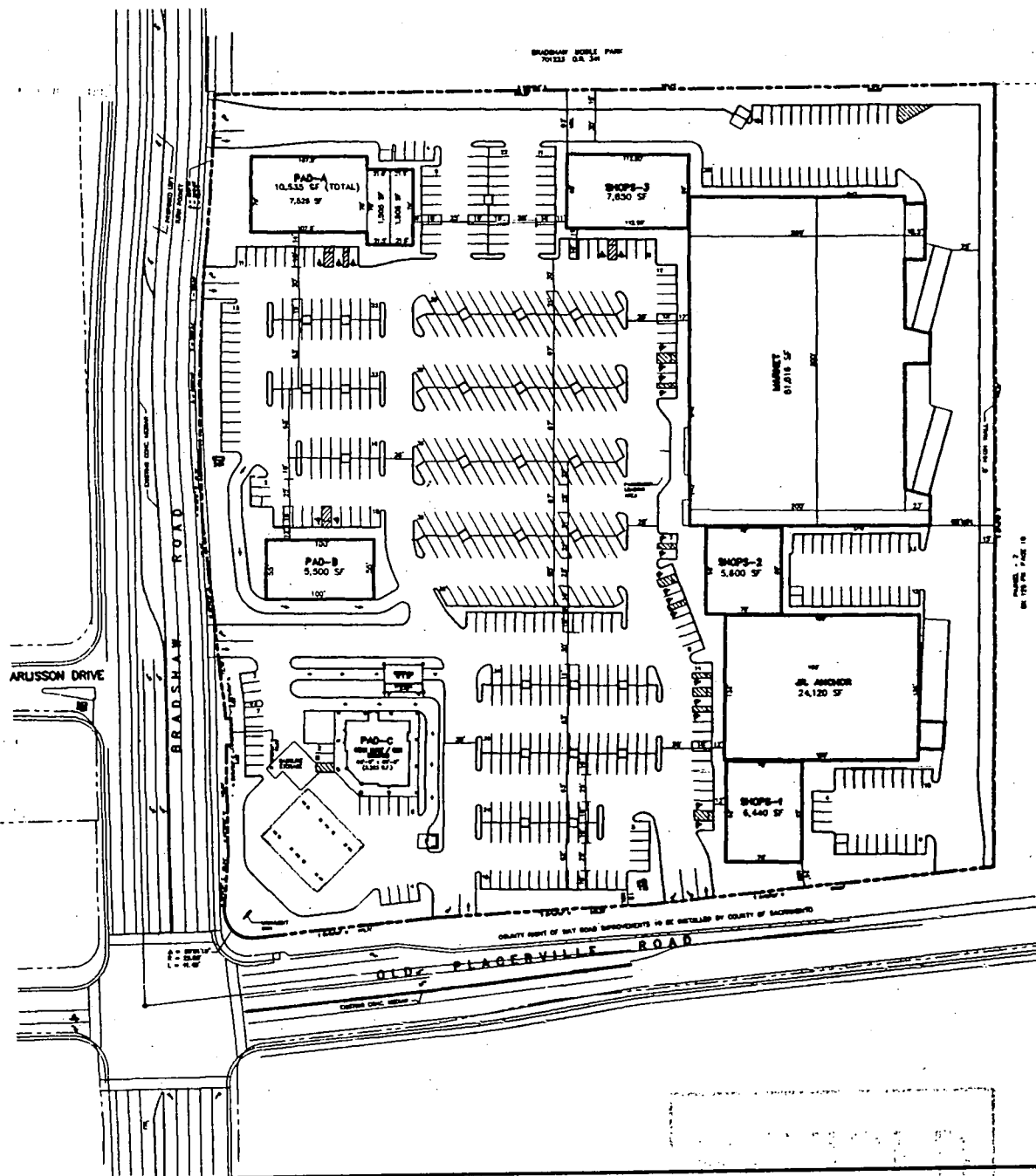
PLANNING DEPT.
County of Sacramento

97 0706

[illegible]



Attachment "I" - 1

**PROJECT SUMMARY:**

SITE AREA = 12.51 AC

BUILDINGS:

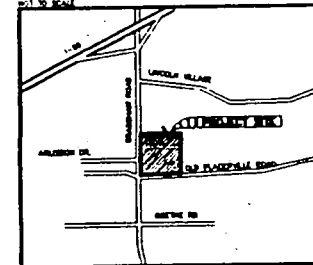
MARKET — 61,616 SF
 JR. ANCHOR — 24,120 SF
 SHOPS-1 — 6,440 SF
 SHOPS-2 — 5,600 SF
 SHOPS-3 — 7,850 SF
 PAD A — 10,535 SF
 PAD B — 5,500 SF
 PAD C — 3,363 SF

TOTAL AREA = 124,824 SF

PARKING = 582 STALLS

RATIO = 4.6 STALLS / 1000 SF

NOTE:
 REQUIRED COUNTY PARKING RATIO = 4.5 STALLS/1000 SF
 PAD B - PROPOSED RESTAURANT IS 4.4 PERCENT
 OF TOTAL BLDG. AREA

LOCATION MAP

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BRADSHAW MARKET PLACE
 SITE PLAN
 PROJECT NO. 97-0000
 PREPARED BY: [illegible]
 CHECKED BY: [illegible]
 DATE: [illegible]

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County of Sacramento

JUSTIFICATION

TEXACO Dealership Service Station & Convenience Market
NEC Bradshaw Road and Old Placerville Road
Sacramento County, California

HARWINDER BISLA is proposing to develop a new TEXACO neighborhood automobile service station facility that will incorporate six multi-product dispensers (twelve fueling positions) under a 4,588 square foot canopy, a 3,363 square foot convenience market (selling beer and wine, open 24 hours a day) with two Quick Service Restaurants with drive-thru window service at the above site. A Conditional Use Permit is required to allow a primary automobile service station, a car wash, and convenience market within 500 feet of a residential zone. A variance for signage in excess of that permitted by the Zoning Code is also required.

The site is zoned SC – SHOPPING CENTER LAND USE ZONE. The complimentary uses -- gasoline sales and convenience goods sales -- proposed for the site are all permitted uses in the SC zone per the Sacramento County Zoning Code Commercial Use Table (ZCII, 225-11, Table II) upon compliance and maintenance of the corresponding special conditions set forth in that Table and as cited elsewhere in the Code. A Conditional Use Permit by the Board of Supervisors is required to allow a primary automobile service station, a car wash, and a convenience market within 500 feet of Residential, Agriculture-Residential and Agricultural.

The only deviation to Zoning Code standards is the request for a variance to exceed the overall signage permitted on an automobile service station site as regulated in Zoning Code Article 2.3 On-Site Signs - Primary Automotive Service Stations (ZCIII, 335-28).

As indicated on the site plan, the ultimate net site area for this facility is 54,821.7 square feet (1.26 acres). The portion of the site to be landscaped is 12,644.7 square feet or 23.1 percent of the total site area. Custom exterior architectural elevations are proposed to aesthetically tie the service station to the existing residential setting. Sixteen parking stalls are required by Code and twenty-two are provided on-site.

Findings for approval are justified by the following:

1. *The use is substantially similar in characteristics, intensity, and compatibility to a use or uses within the applicable zoning class. (extracted from ZCI, 110-30.5a)*

Sacramento County Zoning Code Title II, 225-30 states:

"The purpose of this zone (Shopping Center) is to provide an area which will offer a wide choice of retail goods and services, while promoting the unified grouping of retail and service uses with convenient off-street parking and loading areas. It is intended that the Shopping Center District be designed in such a manner as to be an integral part of the neighborhood, community and urban area in which it is located."

This facility has been designed to integrate it with an urban setting. Local residents are its primary customer. Uses and services for the residential neighbors have been incorporated at the service station to meet this goal. Quick service restaurants, proposed as a secondary use, offer a fast, convenient alternative to conventional fast food locations.

Historically, automobile service stations and retail uses have served compatible and established neighborhood functions. In the last 10 years, automotive repair, once the lifeblood of the local service station, has declined severely and all but died away. Neighborhood service stations eventually closed down their service bays and replaced them with a selection of convenience items. Although automobile service stations are still (rightfully) treated separately in the Zoning Code, it is also important to recognize the natural retail aspect of this business.

97 0706

2. *That the use is appropriate in the applicable zoning class as a conditional use. The use shall conform to all regulations and conditions of approval that apply to the similar uses permitted in the zone as well as to applicable standards and provisions for the similar uses in Title III (extracted from ZCI, 110-30.10.)*

The project is located at one corner of a major intersection where it can easily be accessed by motorists. The availability of gasoline products, particularly along routes of major travel, is a fundamental necessity. Concurrent location of convenience and quick serve food items at automobile service stations also serve the coincident purpose of allowing customers to obtain goods, services and limited grocery items simultaneously with the purchase of gasoline products. By locating this type of facility at major intersections, the greatest number of commuters will have the opportunity to utilize the range of services offered with a minimal amount of additional travel distance.

This concept is also consistent with the Circulation Element of the General Plan, where, in the discussion of Policy CI-11 it states:

"Even those automobile trips that remain will tend to be shorter if residential, employment, and support commercial services are brought closer to one another. This policy calls for the introduction of an appropriate mix of uses into neighborhoods throughout the county if it will help reduce automobile travel demand."

Traffic, marketing and demographic studies all confirm that customarily the business given to service stations are from "pass by trips." Pass by trips are those made by motorists who are already traveling on the adjoining street network to a subsequent destination, making automobile service stations a perfect compliment to traditional retail uses. As discussed earlier, the location at this facility will further reduce travel demands on local streets.

Although residential uses exist within 500 feet of the site, the 24 hour operation of the facility warrants approval on the basis of safety and accessibility. All conditions in the Sacramento County Zoning Code 315-15.5, Development Requirements for all Convenience Stores and Neighborhood Markets as Recommended by the Sacramento County Sheriff's Department will be incorporated. Readily available convenience goods such as coffee and snack items are vital to late night travelers and pre-dawn commuters alike. Security procedures such as video surveillance cameras and outgoing-calls-only pay telephones are features TEXACO routinely installs in locations open 24 hours a day. TEXACO employs strict personnel safety regulations over all their outlets. These controls ensure the well being of employees and patrons alike. Members of the local community should also feel assured that:

There will be no installation of any arcade device such as video games or pinball machines, nor will adult magazines be sold at any facility. These attractions offer the most appeal to persons wishing to loiter on the premises, in the absence of these attractions loitering and associated activities are reduced substantially.

A strict no loitering policy will be enforced to prevent such activity from occurring on the premises. Loitering activities often raise concern in the surrounding community and are seen as threatening by patrons of the facility. TEXACO will be proactive and not allow such activities to occur and negatively impact their ability to successfully operate at this location.

TEXACO dealers, facility managers and store employees receive extensive training in crime and theft prevention, alcohol sales management, and in providing conscientious customer service to patrons.

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This document was prepared for the County of Sacramento on behalf of Harwinder Bisla by TAIT & Associates. Questions concerning the information contained herein should be addressed to Anita M. Williams, Project Manager, TAIT & Associates, Inc., 2880 Sunrise Blvd., Suite 206, Rancho Cordova, CA 95742, tel (916) 635-2444, fax (916) 635-2606, e-mail anitaw@sac.tait.com.

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TAIT

Exhibit A

PROJECT DESCRIPTION**TEXACO Dealership Service Station & Convenience Market
NEC Bradshaw Road and Old Placerville Road
Sacramento County, California**

HARWINDER BISLA is proposing to develop a new TEXACO neighborhood automobile service station facility that will incorporate six multi-product dispensers (twelve fueling positions) under a 4,588 square foot canopy, a 3,363 square foot convenience market (selling beer and wine, open 24 hours a day) with two Quick Service Restaurants with drive-thru window service at the above site. A Conditional Use Permit is required to allow a primary automobile service station, a car wash, and convenience market within 500 feet of a residential zone. A variance for signage in excess of that permitted by the Zoning Code is also required.

The site is currently zoned SC – SHOPPING CENTER LAND USE ZONE. The complimentary uses -- gasoline sales and convenience goods sales -- proposed for the site are all permitted uses in the SC zone per the Sacramento County Zoning Code Commercial Use Table (ZCII, 225-11, Table II) upon compliance and maintenance of the corresponding special conditions set forth in that Table.

The ultimate net site area for this facility is 54,821.7 square feet (1.26 acres). The area of the site to be landscaped is 12,644.7 square feet or 23.1 percent of the total site area. Sixteen parking stalls are required by Code and twenty-two are provided on-site.

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County of Sacramento****87 0706**

PLANNING DEPARTMENT APPLICATION INFORMATION FORM

1. ☐ General Plan Amendment ☐ Tentative Subdivision Map
☐ Community Plan Amendment ☐ Vesting Subdivision Map
☐ Special Development Permit ☒ Use Permits
☐ Rezoning ☐ Exceptions
☐ Development Plan Review ☒ Variance
☐ Tentative Parcel Map ☐ Mobilehome Cert. of Compatibility
☐ Special Review of Parking ☐ Boundary Line Adjustment
☐ Other _____
☐ Zoning Enforcement Referral

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 Control No.: VA3
97UPB XXP 0706

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NOTE: AN INCOMPLETE APPLICATION CANNOT BE SCHEDULED FOR HEARING.

The Zoning Code requires specific material to be submitted in conjunction with this form. The required items are indicated on the attached and other instructions packets. The applicant is responsible for accuracy.

PROPERTY

2. Project Name (if any): Texaco Service Station
 3. Site Address or Location: N.E.C. Bradshaw Rd. & Old Placerville Rd.
 4. Assessor's Parcel Nos.: 068-0030-045
 5. Total Acres: Gross 91,116.1 SF (2.09 AC) Net 54,821.7 SF (1.26 AC)
 6. Requested Application in Detail: See Exhibit A
 7. Justification for Each Application: On a separate sheet, to be attached to this form, prepare a detailed statement explaining why you believe your request(s) is justified.

CONTACTS

- | | |
|--|---|
| 8. Owner: <u>ROGER SWANSON</u>
Address: <u>2124 ARDEN WAY</u>
<u>SACRAMENTO, CA 95825</u>
Telephone: <u>567-7850</u> | Applicant: <u>TAIT & Associates</u>
Address: <u>2880 Sunrise Boulevard, Suite 206</u>
<u>Rancho Cordova, CA 95742</u>
Telephone: <u>(916) 635-2444</u>
Contact: <u>Anita Williams</u> |
| Developer: <u>Harwinder Bisla</u>
Address: <u>1581 Del Lago Road</u>
<u>Yuba City, CA 95991</u>
Telephone: <u>(916) 671-1795</u>
Contact: <u>Harwinder Bisla</u> | Arch/Eng: <u>TAIT & Associates</u>
Address: <u>2880 Sunrise Boulevard, Suite 206</u>
<u>Rancho Cordova, CA 95742</u>
Telephone: <u>(916) 635-2444</u>
Contact: <u>David Durham</u> |

OFFICIAL USE ONLY

Hearing Body: B.S.
 Location: Northeasterly corner of
Bradshaw and Old Placerville Roads.
 Request: Use permit for a service station.

Logged by: P.W. E.I.C. ☒
 Community: Cordova
 G/P: C&O
 C/P: SC
 Zoning: SC
 Grid: 324/100

Applicable Zoning Code Sections: _____

GENERAL PLAN
AMENDMENTS

9. Existing General Plan Land Use Categories Gross Acres Proposed General Plan Land Use Categories Gross Acres
 97 0708

REZONES

10. Existing Land Use Zone Gross Acres Proposed Land Use Zone Gross Acres
 11. Is the entire acreage of the project or parcel to be rezoned? Yes No

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PROPOSALS FOR CONSTRUCTION OF NEW RESIDENTIAL, COMMERCIAL OR INDUSTRIAL BUILDINGS OR SPACE

12. How many lots will be created by this project? 1 PLANNING DEPT. County of Sacramento Yes No
 13. Is a formal development plan review, use permit or subdivision requested at this time? Yes No
 14. Is this a senior citizen project? (Supplemental sheet required - see instructions) Yes No
 15. Is public water available? Yes No
 16. Is sanitary sewer available? Yes No
 17. Parking Spaces: Number proposed? 22 Required? 16 (Multi Fam., Comm. & Ind.)

RESIDENTIAL

18. Has a prior residential project been approved for all or part of this project? Yes No
 19. How many residential dwelling units are requested? TOTAL Indicate total number of units
 in each category: Single Family Halfplex Duplex Mobilehomes
 Apartments Condominiums Townhomes Other
 20. If apartments, townhomes or condominiums are proposed, indicate bedroom distribution:
 One bedroom units and studios
 Two bedroom units Three bedroom units
 Do you intend to market the units for sale? or rent?

COMMERCIAL/INDUSTRIAL

21. Indicate the type of commercial/industrial development proposed: (check each that applies)
 Retail Other Commercial Medical/Dental Office High Tech Office
 Business/Professional Office Mini Storage Industrial Warehouse Other
 Please provide additional descriptions as appropriate: See Exhibit A

22. What is the gross and leasable square footage for each category indicated above?

Type	No. of Buildings	Gross Square Footage	Leasable Square Footage
Convenience Market	1	3,363 S.F.	N/A
Car Wash	1	936 S.F.	N/A
Canopy	1	4,588 S.F.	N/A

APPLICANT CERTIFICATION

23. Authority to File Application (check one) * Attach evidence of authority.
 X Ownership Power of Attorney* Contract to Purchase* Other (specify)
 24. I also certify that I have consulted the current Hazardous Waste and Substances Sites List, developed pursuant to AB 3750, and found that my project site is is not X on the list.
 25. I hereby certify that the above information and accompanying documents are true and accurate to the best of my knowledge and agree to pay all fees required to complete processing of this application. The cost for preparation of environmental documents pursuant to CEQA will be billed separately based on set hourly rates and actual time and materials used.

APPLICANT:

Date:

LEGAL OWNER:

Date:

Date:

(Applications may not be accepted without signature of legal owner or his official agent with Power of Attorney.)

ITEM 6.1.
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BRADSHAW ROAD

OLD PLACERVILLE ROAD

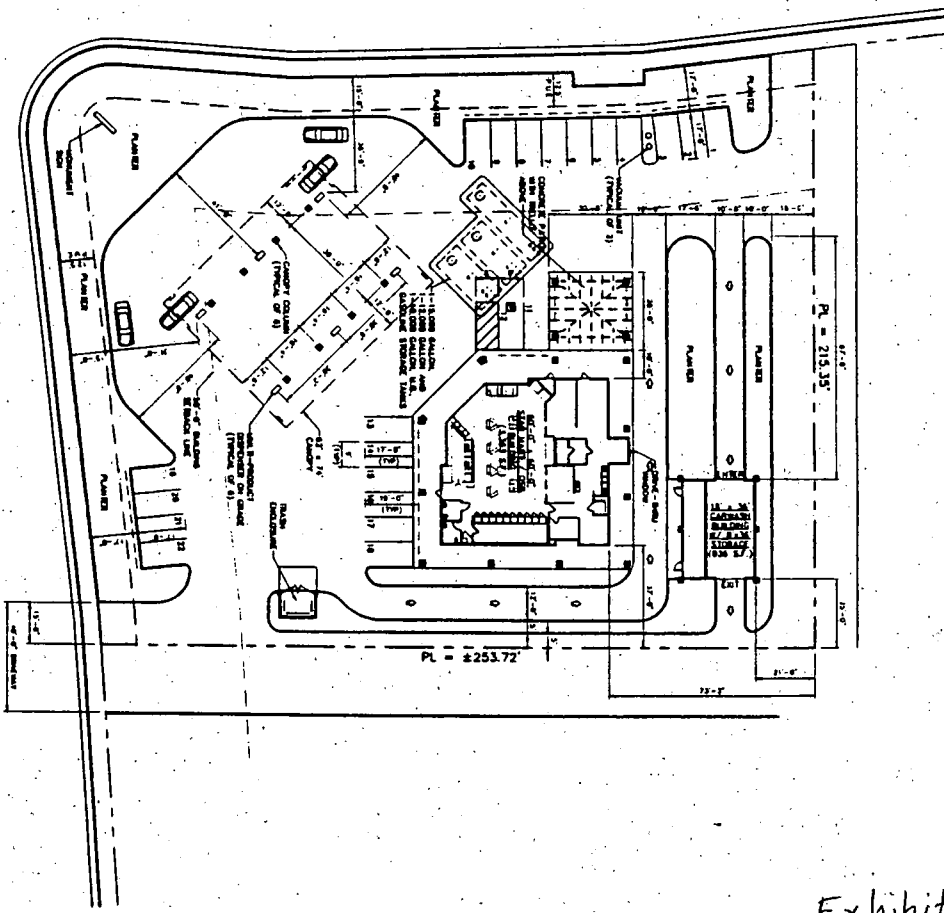


Exhibit "P"

SITE DATA	
SITE AREA:	54,021.7 S.F.
BUILDING AREA:	3,181 S.F.
LANDSCAPE AREA:	10,984.34 S.F.
REQUIRED (min or max area):	12,544.70 S.F.
PROVIDED:	18 SPACES
REQUIRED (as specified on S.P.):	22 SPACES
PROVIDED:	

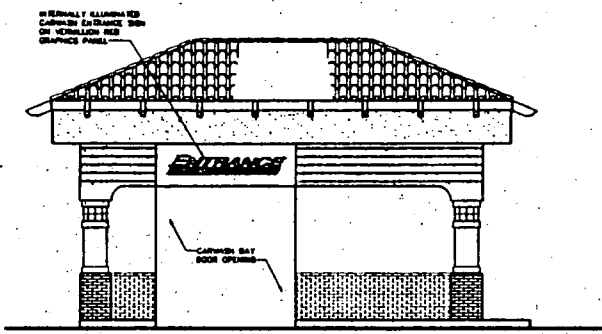
SHEET NO. P-1	DATE 06-16-97	CHECKED DATE 06-16-97	PRELIMINARY SITE PLAN PROPOSED TEXACO FACILITY 60'-0" x 60'-0" RETAIL / OSE FACILITY N.E.C. BRADSHAW ROAD @ OLD PLACERVILLE ROAD SACRAMENTO, CALIFORNIA
------------------	------------------	-----------------------------	---



TAIT & ASSOCIATES, INC.
 2800 Inverness Boulevard
 Suite 200
 Berkeley, California 94712
 (916) 835-2444
 (916) 835-2608 Fax

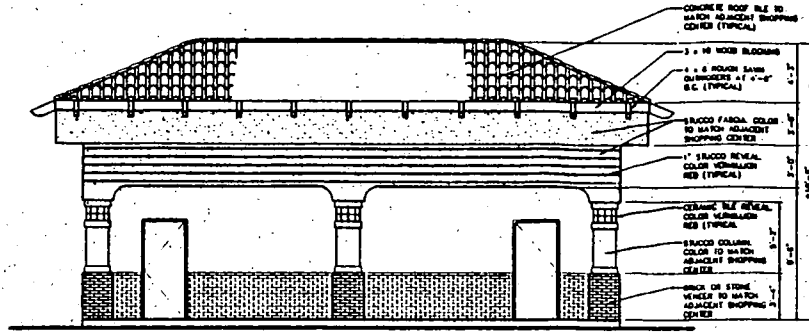
ATTACHMENT "H"

Exhibit "V"



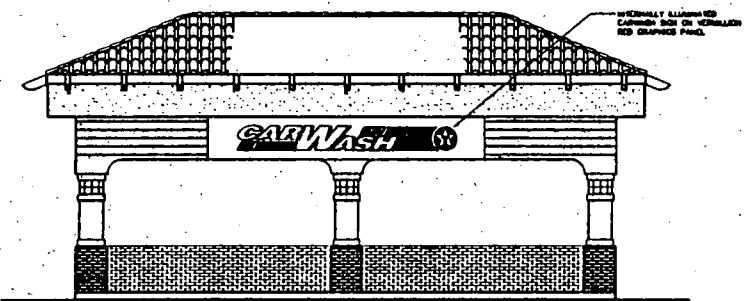
LEFT SIDE ELEVATION

SCALE: 1/4" = 1'-0"



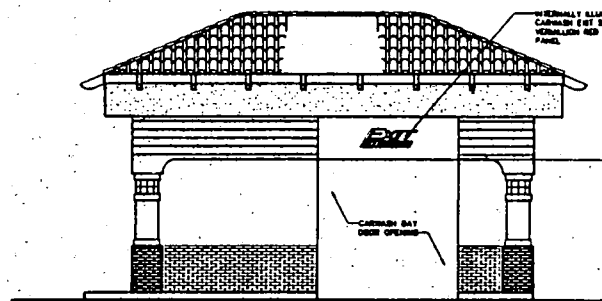
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



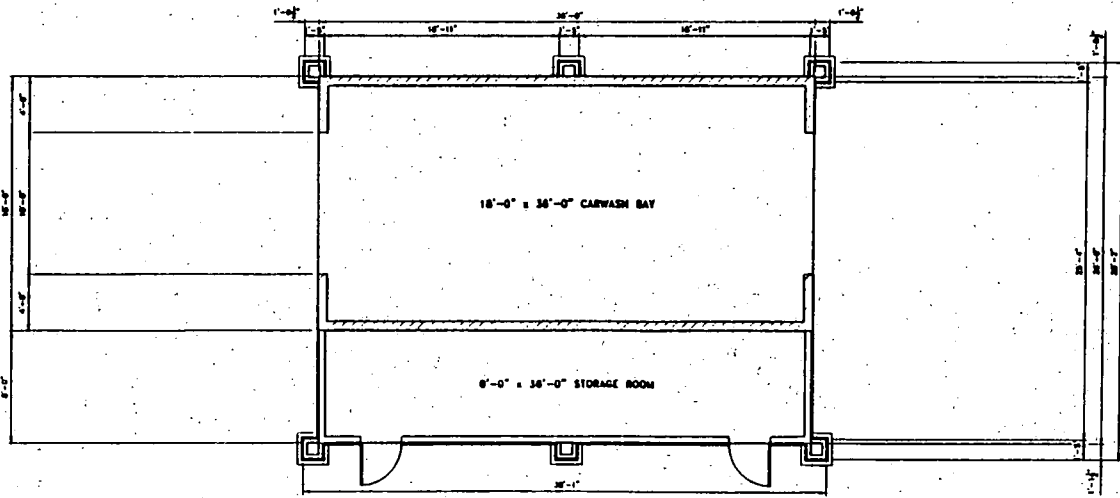
REAR ELEVATION

SCALE: 1/4" = 1'-0"



RIGHT SIDE ELEVATION

SCALE: 1/4" = 1'-0"



FLOOR PLAN

SCALE: 1/4" = 1'-0"

DATE	11-16-93	BY	W. J. JONES
CHECKED		DATE	
REVISION		DATE	
SHEET NO.	A-4		
SCALE: 1/4" = 1'-0"			

TAT & ASSOCIATES, INC.
3800 Sutter Boulevard
Suite 200
Sacramento, California 95812
(916) 438-1800 Fax
(916) 438-1801

TAT

THE CARWASH FLOOR PLAN & ELEVATIONS
PROJECT: PROPOSED TEXACO FACILITY
26'-0" x 36'-0" CARWASH / STORAGE BUILDING
N.E. CORNER BRADSHAW ROAD & OLD PLACERVILLE ROAD
SACRAMENTO, CALIFORNIA

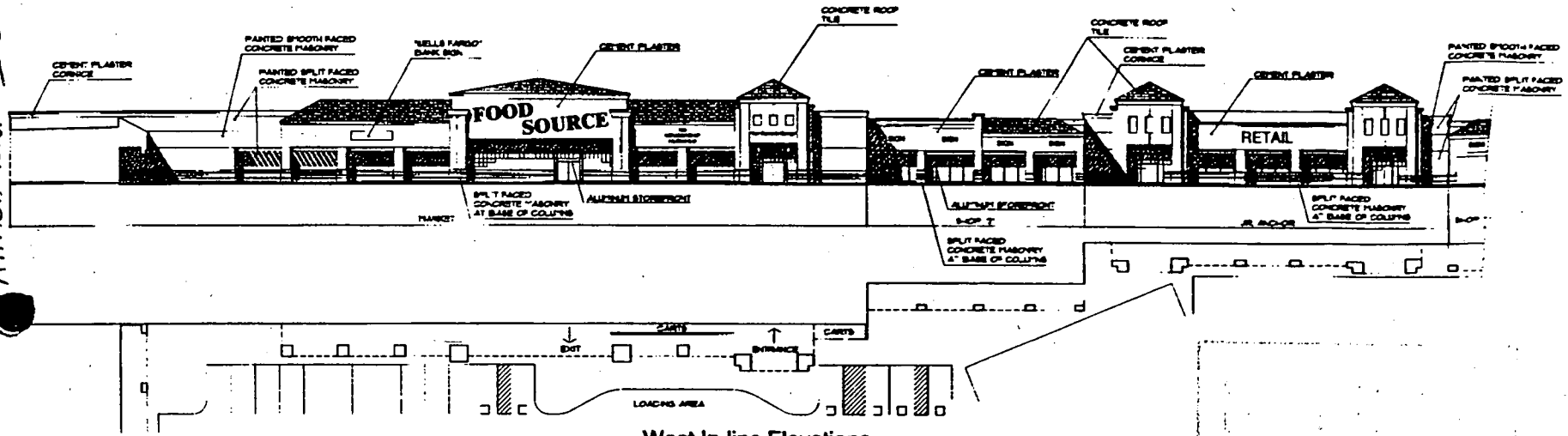
97 0708

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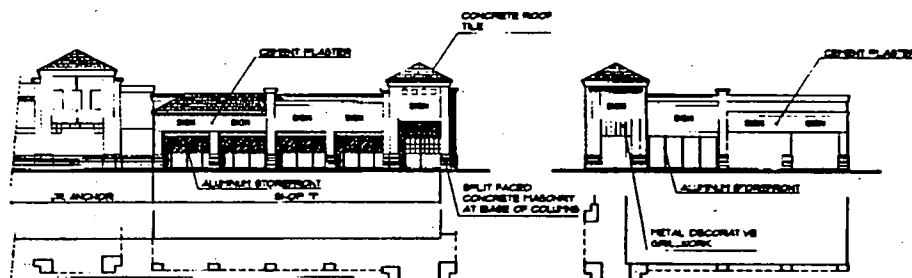
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County of Sacramento

ATTACHMENT 'I-2'

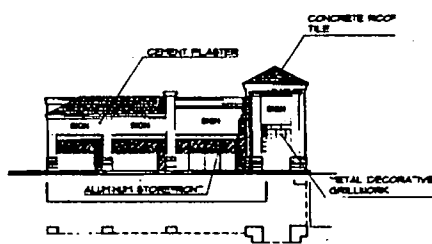


West In-line Elevations
1/16" = 1'-0"

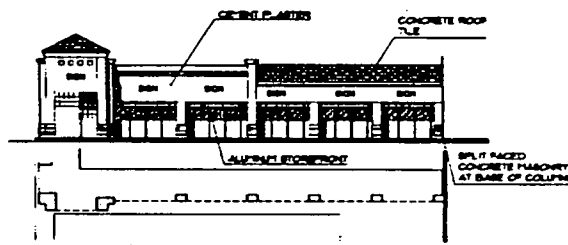


West In-line Elevations
1/16" = 1'-0"

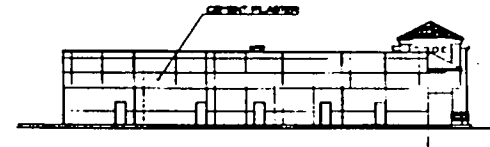
South Shop "1" Elevation
1/16" = 1'-0"



West Shop "3" Elevation
1/16" = 1'-0"



South Shop "3" Elevation
1/16" = 1'-0"



North Shop "3" Elevation
1/16" = 1'-0"

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97 07 27

1355 Pilgrims Drive
Roseville, California 95747
(916) 783-8540
Fax: (916) 784-3847

Jerold L. Dougal
ARCHITECT

Bradshaw Marketplace
Sacramento, CA
Brownman Development Company, Inc.
1000 17th Ave. Suite 200
Sacramento, California 95811-1100

Preliminary Elevations

How...
ITEM # 1000H

COMMUNITY COUNCIL REFERRAL

CONTROL NO.: 97-UPBXKP-0706

Date: 12/11/97

APPLICANT: Test Assoc. A.P.N.: 068-0030-045 ZONING: SC
ADDRESS: 2880 Sunrise Blvd. CONTACT PERSON: Anita Williams COM. PLAN: SC
Rancho Cordova CA TELEPHONE: 635-2444 GEN. PLAN: C&O
95747

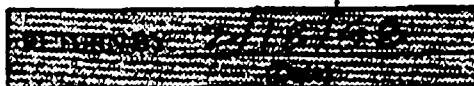
REQUEST: Use permit for a service station

☒ PRIMARY COMMUNITY COUNCIL
Cordova

☐ ADJACENT COMMUNITY COUNCIL

HEARING BODY: B.S.

REVISED APPLICATION: (If Applicable) DATE: _____



ADVISORY COUNCIL COMPLETE THIS SECTION - PLEASE PRINT OR TYPE

1. Meeting date(s) at which proposal discussed: 2/12/98
2. Number of council members present: 11 Quorum: YES ☒ NO ☐
3. Applicant notified of meeting(s): YES ☒ NO ☐ Applicant present: YES ☒ NO ☐
4. Neighbors Contacted: YES ☒ NO ☐
5. Is the proposal compatible with the area or neighborhood in which proposed: YES ☒ NO ☐
6. Summarize neighborhood response or reaction: SEE ATTACHMENTS

7. Council motion on proposal: MOVE TO APPROVE AS PRESENTED.
8. Council vote on motion: for: 9 against: 2 abstained: 1 absent: 2
9. Comments on recommendation: _____

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County of Sacramento

Frank J. Walls
Chairperson or Secretary

2/12/98
Date

FOR ADDITIONAL SPACE PLEASE USE REVERSE SIDE

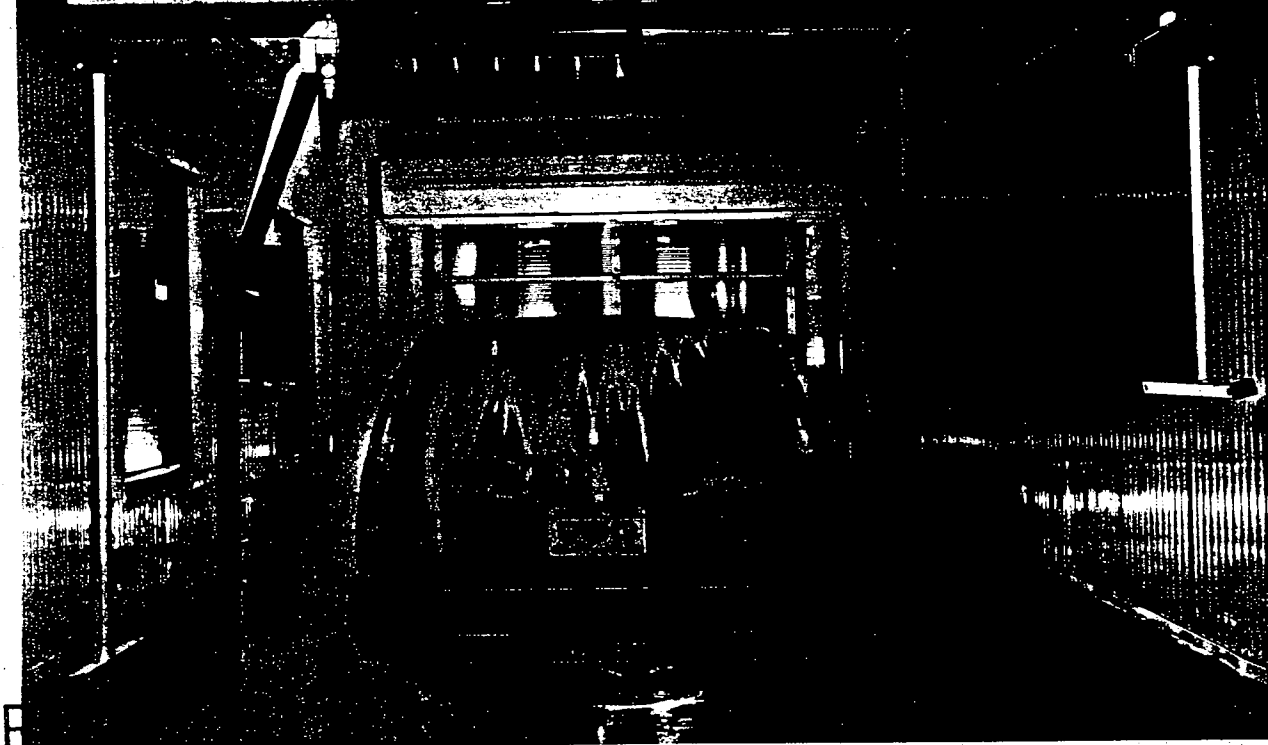
Return to: SACRAMENTO COUNTY PLANNING DEPARTMENT
827 - 7th Street, Room 230
Sacramento, CA 95814
ATTN: CPAC Secretary

ITEM 6.1.

LASERWASH 4000

ATTACHMENT

97 0706



MAR 31 1998

PLANNING DEPT.
County of Sacramento

LASERWASH® 4000

The Ultimate Frictionless In-Bay Automatic Vehicle Wash

Flagship of the World Class *Laserline™* from PDQ Manufacturing. Capable of generating World Class revenue in each of the 38 countries it calls home. Sophisticated and solid.

Laserwash® technology has advanced beyond the 20th century. *Lasermind™*, the powerful computer presence behind all activity, enables *Laserwash® 4000* to perform many tasks at once. It tracks money, produces valuable management reports, remains self-diagnostic and user-friendly. Owners can easily program lucrative special services and wash cycles.

Laserwash® 4000 pioneered the process of electronically measuring each vehicle, large or

small, and adjusting itself to the optimum cleaning distance for each. PDQ's powerful friction-free technology sweeps consistently across each vehicle, cleaning indiscriminately and going where no other vehicle wash can go. Its open, airy bay attracts customers and makes them feel safe, completing a quality wash experience.

Trusted. Reliable in all weather, even extreme climactic conditions. *Laserwash® 4000* remains open and operational, raising revenue while servicing your valued vehicle wash customers.

***Leading the Vehicle Wash Industry
into a New Century and Beyond!***

Manufactured by: **PDQ Manufacturing, Inc.**



320 Packerland Dr., Green Bay, WI 54303

(920) 494-1110 (800) 227-3373

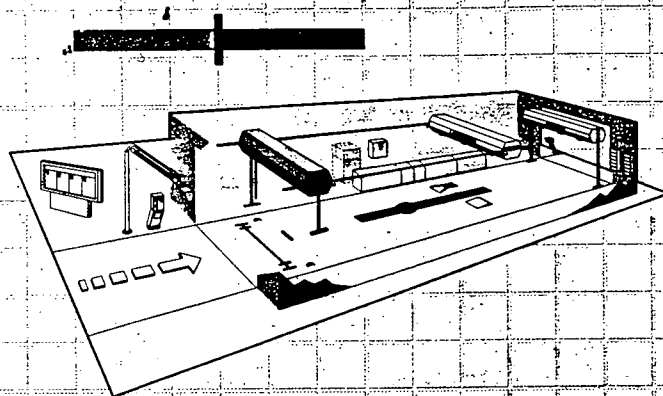
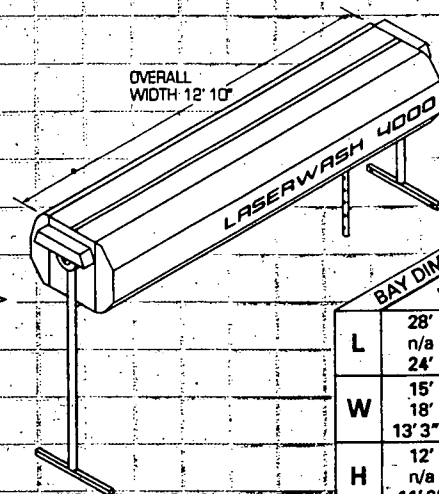
<http://www.pdqinc.com>

Page

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LASERWASH® 4000

MODEL L4000

OVERALL
WIDTH 12' 10"

BAY DIMENSIONS				
LASERWASH® 4000				
With LASERDRI™				
With LASERWIND™				
L	28' n/a 24'	42' n/a 29'6"	30' n/a 28'	Preferred Max Min.
W	15' 18' 13'3"*	15' 18' 14'*	15' 16'8" 14'*	Preferred Max. Min.
H	12' n/a 11'6"	12' n/a 11'6"	12' n/a 11'6"	Preferred Max. Min.

* This page contains general information only.
For system specifications consult your distributor.

* For wall-mounted & free-standing units.
Allow 14'10" minimum for leg assembly.

SYSTEM DESCRIPTION

Laserwash® 4000 is a programmable, fully automatic, frictionless in-bay vehicle wash. It is designed to take advantage of the best cleaning and vehicle protection solutions. Superior cleaning is achieved by electronically measuring the vehicle, assuring optimum spray distance on all sides.

Our user-friendly computer intelligence operates the wash, repeatedly diagnoses itself, performs safety checks, and provides valuable management reports on demand.

SYSTEM FEATURES

- ETL approved
- All solution services use post pump injection
- No hydrominders or chemical pumps
- Owner programmable speeds and services
- Direct drive
- Technologically advanced, user friendly financial auditing and management report system
- Climate-proof elevated bridge

SYSTEM BENEFITS

- Compact, accessible pump station
- Includes control cabinet, housing printer, keyboard and display
- Wall mount rail kit and elevated bridge assembly
- 25 hp motor driving a ceramic plunger pump
- Wheel guides and treadle assembly
- Basic image package standard

SYSTEM SPECIFICATIONS

- Consult your PDQ distributor for actual specifications in regards to building size, water and electrical requirements; requirements may vary by location and/or system options
- Control cabinet with 48k memory
- Air: 80-120 psi
- Air consumption: 5 cfm

SYSTEM OPTIONS

- *Laserlink™* wash entry system - Model L4621
- *Laserdri™* or *Laserwind™* dryer (will change minimum electrical and building requirements)
- Undercarriage, rocker and wheel blaster with optional rust inhibitor - Model L4069
- Spot-free delivery system with RO - Models VP0042, VP0045 - VP0048
- On-board soap heater - Model L4098
- Wheel cleaner - Model L4065
- Water saver - Model L4705
- Heat & weep freeze protection - Model L4310
- Modem with pager feature - Model L4100
- Indep. assignable alarm inputs (8) - Model L4101
- Free-standing frame - Model L4011
- *Clearwater™ II* water reclaim system - Model L4456
- Door controls - Models L4305, 6, 7
- Image package - Model L4506
- Deluxe image package - Model L4505
- Custom backlit bridge sign - Model L4509
- Solution package: including high pressure soap, foam wax, high pressure wax, rust inhibitor or drying agent - Model L4095

Manufactured by: **PDQ Manufacturing, Inc.**



320 Packerland Dr., Green Bay, WI 54303
(920) 494-1110 (800) 227-3373

<http://www.pdqinc.com> Page 129 of 189

LASERDRI™



Featuring the:

Attractive form, advanced function, and high performance efficiency. Nothing touches or extends in front of the vehicle. The environment remains open and inviting. With its wide stance and small footprint, the sides are clear, giving customers confidence to drive slowly under the cones.

Laserdri™ harnesses the *Coanda Effect™*. Using original engineering, PDQ has developed this method of focusing the trajectory and increasing the speed of rushing air, causing it to dry vehicles to the ground.

Like *Laserwind™*, its observation powers enable the middle focus cone to throttle back on air speed when tall vehicles pass beneath it.

LASERWIND™



Featuring the:

Essentially more agile, PDQ's *Laserwind™* Docking Dryer raises the level of drying excellence without compromising productivity. Swift and smooth, *Laserwind™* is powered up and operational moments before docking with *Laserwash® 4000*.

Powerful electro-magnets lock the overhead bridges together for smooth and immediate drying passes. The *Coanda Effect™* Thruster Cones are fully operational, drying vehicles with advanced efficiency. Programmable speeds give you vital flexibility to adjust to current market needs.

Leading the Vehicle Wash Industry into a New Century and Beyond

Advanced In-Bay Vehicle Drying Technology

Manufactured by: **PDQ Manufacturing, Inc.**

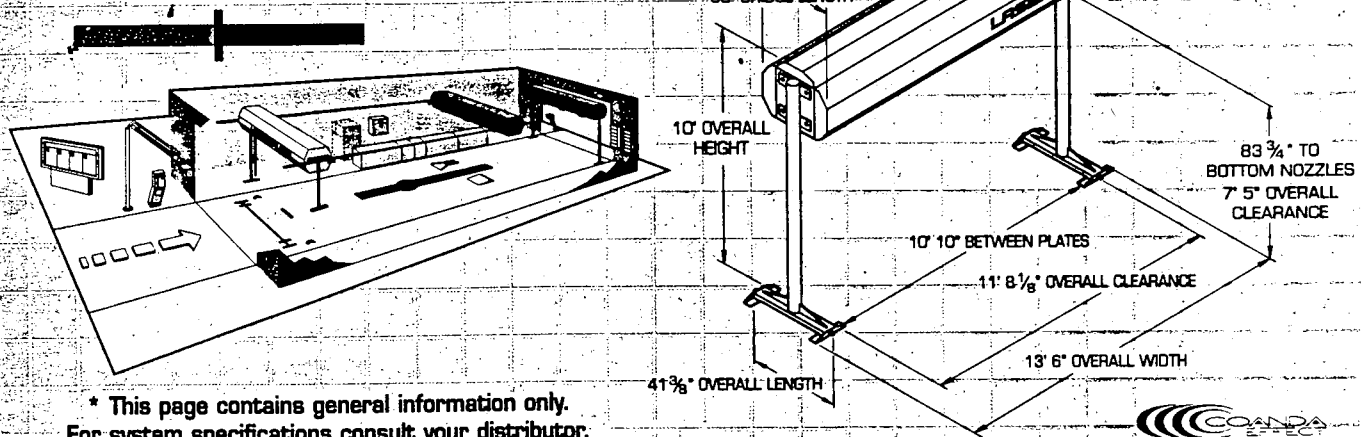


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<http://www.pdqinc.com> Page

LASERDRI™ & LASERWIND™

MODELS L4971



* This page contains general information only.
For system specifications consult your distributor.

COANDA
DRYING SYSTEM™

SYSTEM DESCRIPTION

PDQ's Laserdri™ and Laserwind™ docking dryer outperform existing dryers by using the Coanda Effect™ to boost efficiency and productivity. Both models combine its own intelligence with the Lasermind™. Air velocity is adjusted to a vehicle's height, offering customers a safe and efficient drying experience without harming today's sensitive factory options and add-ons. The open efficient design is enhanced by small space requirements and an attractive form which leaves a positive final impression on wash customers.

* Features of the Laserwind™

** Features of the Laserdri™

SYSTEM FEATURES

- ETL listed
- Easy maintenance access
- Low operating cost
- Stainless steel fasteners and high protection coating system
- Fully enclosed in molded fiberglass panels

SYSTEM BENEFITS

- Fully enclosed fiberglass housing with state-of-the-art imagery to protect your investment from the car wash environment
- Air power is provided by two 15 horsepower aerofoil fans
- Top center thruster cone has automatic air flow control to dry hoods and trunks effectively and throttle back for roof

- Application of the Coanda Effect™ principals ensures that vans get the same drying performance offered to your car owners
- Compact construction offers high production in even very short car wash bays
- Customizable drying times can be used to optimize wash revenue
- Open efficient design is free of threatening side and top contour protrusions
- Utilizes a proven and reliable on board sensor to automatically adjust to the height of each vehicle, resulting in a safe and efficient drying performance that is unmatched in the marketplace
- * Wash packages may be independently programmed for dryer speed and number of passes

SYSTEM INCLUDES

- Laserdri™ or Laserwind™ bridge assembly
- On board electrical control cabinet containing contactors, overloads and low voltage circuit protection
- Installation fasteners and manual
- * Festoon cable with wall mounted junction box
- * Magnetic field docking system and controls
- ** Mounting hardware and materials

SYSTEM OPTIONS

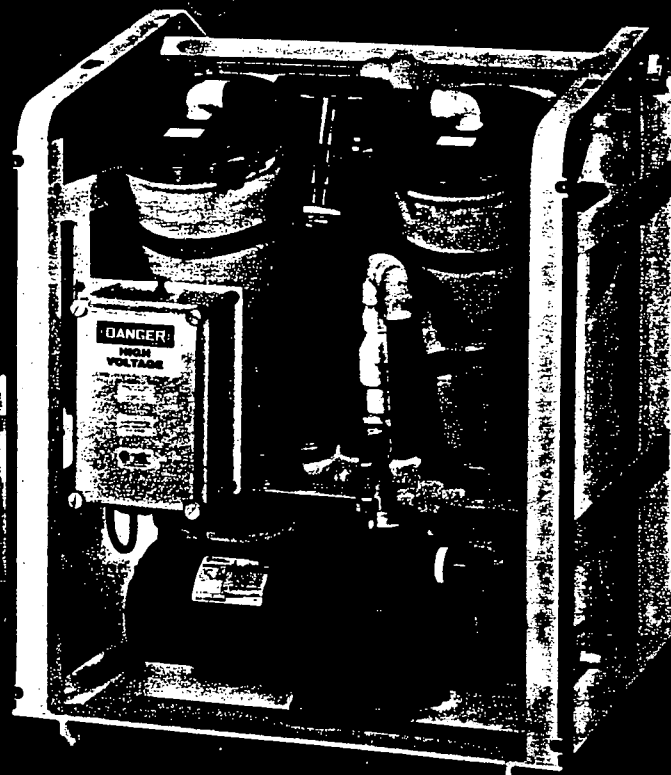
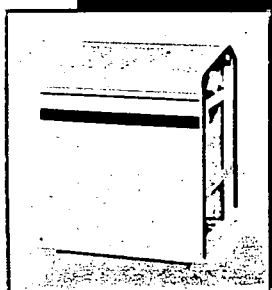
- On board freeze package for cold climate operation - Model L4966 and L4967
- Noise control package - Model L4941
- Available with two 20 hp aerofoil fans - Model L4981
- ** Countdown timer displays drying time - Model L4900
- ** Guiderrails - Model L4070

Manufactured by: **PDQ Manufacturing, Inc.**



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<http://www.pdqinc.com> Page 131 of 189



CLEARWATER™ II

Environmentally Friendly Water Recovery System

Increase your profit margin by reducing your water costs. Meet today's strict water use regulations. Economically fulfill your environmental requirements.

At PDQ, we know we have a responsibility to preserve and protect the earth and its water resources. *Clearwater™ II* Water Reclaim System is our contribution towards lowering your *Laserwash's®* water consumption and, most importantly, lowering your operating costs.

Clearwater™ II is the vehicle wash industries' undisputed champion that cleanses impurities from your waste water as well as dramatically reduces bacterial odors. Oil, wax, and dirt particles are filtered from reclaimed water, providing cleansing action for each

vehicle while reducing your dependency on nature's precious water supply.

At one-fifth the size of competing equipment, *Clearwater™ II* is this century's solution to chemical-free, compact filtering systems. Its simple construction is easy to operate and drastically reduces fresh water costs by recycling up to 80% of your wash's water. The results are an economical clear water supply with excellent vehicle washing and drying performance.

Clearwater™ II. Environmentally innovative technology that maximizes your profits.

***Leading the Vehicle Wash Industry
into a New Century and Beyond***

Manufactured by: **PDQ Manufacturing, Inc.**



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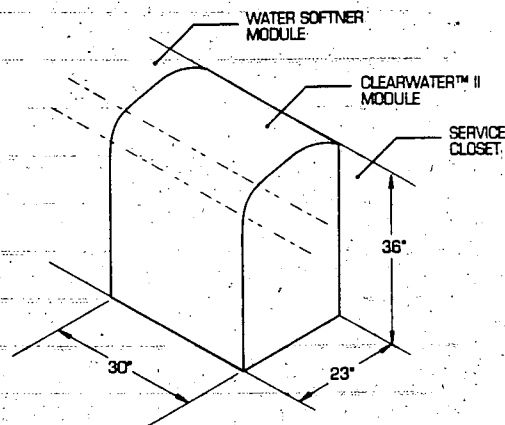
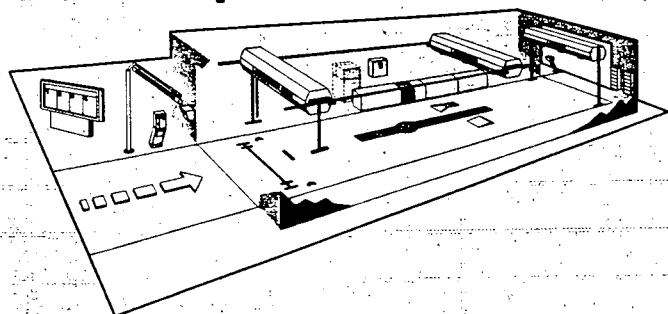
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Page

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CLEARWATER™ II

MODELS L4456 & L4756



* This page contains general information only.
For system specifications consult your distributor.

SYSTEM DESCRIPTION

The PDQ Clearwater™ II Water Reclamation System offers an economical method of meeting today's water use regulations by reducing wash water consumption up to 80%. The system is designed to destroy bacteria and control associated reclaim odors as well as remove oils, waxes and small particulates that would otherwise reduce pump and nozzle life. Two models are available, designed specifically to meet your requirements for in-bay or equipment room installation.

PDQ Clearwater™ II is the premier water reclamation product built specifically for frictionless car washing by the leading frictionless car wash manufacturer, PDQ.

SYSTEM FEATURES

- Clearwater™ II models L4456 & L4756 are shipped ready for installation, requiring only power and water connection for start-up
- Pump intake check valves are readily accessible for servicing
- Disposable filters
- O₃ ozonation system reduces odors
- Flotation device provides system recycled water
- Removes oils, waxes, and suspended solids without risk of flow restriction

SYSTEM BENEFITS

- Disposable filters ensure that suspended contaminants are not only easily extracted from the water system, but are easily disposed of as well
- Programmable to supply reclaimed fresh water in any high pressure service, offering unparalleled flexibility

- O₃ ozonation system accelerates the clarification of the recycled water, providing increased water quality for the wash process, leaving your customers with cleaner vehicles
- O₃ ozonation system kills bacteria to reduce odor and clarifies the water by oxidizing organic material
- Pontoon flotation device draws water from six inches below the surface; this technique maximizes water quality and prolongs equipment life
- Automatic fresh water back-up system is available to keep your Laserwash® on-line and busy

SYSTEM SPECIFICATIONS

- Delivery Flow: 45 gpm
- Circulation Flow: 10 gpm
- Dimensions: 30" wide, 23" deep, and 36" high

SYSTEM OPTIONS

- Available in 60 and 50 Hz

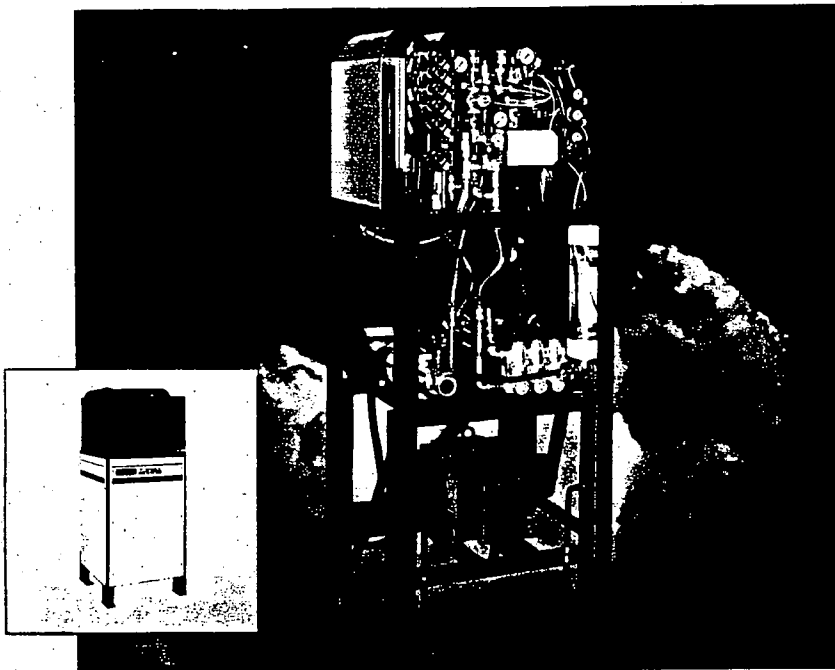
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<http://www.pdqinc.com> Page 133 of 189

VERTICAL PUMP

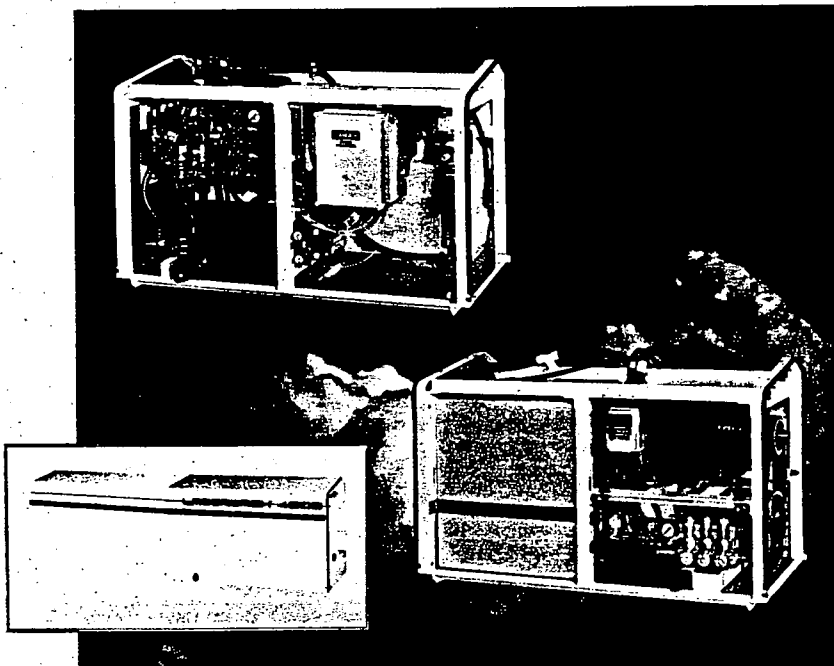


A valuable member of the *Laserline™* family, the *Vertical Pump Station* is an integral part of the *Laserwash®* itself, managed in unison by the *Lasermind™*.

Specifically designed to be housed in equipment rooms, the PDQ *Vertical Pump* operation is quiet and reliable. It delivers your *Laserwash® 4000* with an uninterrupted supply of vehicle cleansing power at variable pressure settings, thus reducing water, solution, maintenance, and operating costs. Neither soap nor wax pass through the solution pump, ensuring trouble-free operation.

PDQ's *Vertical Pump Station*. Dependable, quiet, and a partner you can rely on.

SLIMLINE™ PUMP



The *Slimline™* is a conveniently sized pump station, ideal for pumping and dispensing in tight spaces. It was developed to fit within the wash bay as an alternative for those sites lacking equipment rooms.

The *Slimline™* shares the same powerful water pressure and output specifications as the *Vertical Pump Station* and is managed by *Lasermind™* intelligence as well. Its clean, attractive appearance completes the *Laserwash's®* architectural package and its composite covers double as a noise buffer.

PDQ's *Slimline™*. Innovative equipment. Legendary performance.

Leading the Vehicle Wash Industry into a New Century and Beyond.

The Intelligent Choice in Vehicle Wash Pumps

Manufactured by: **PDQ Manufacturing, Inc.**



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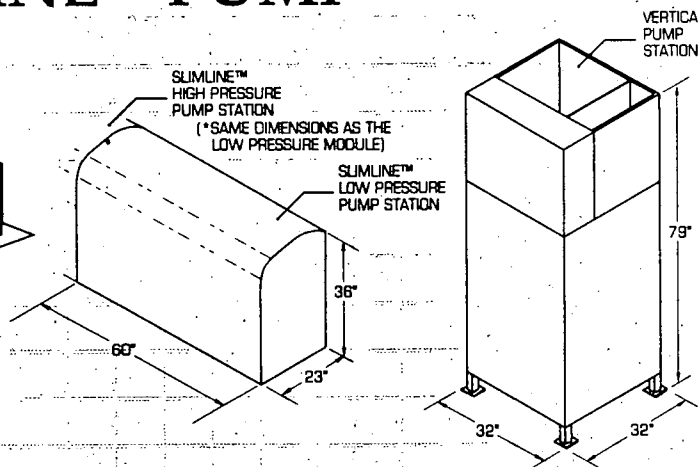
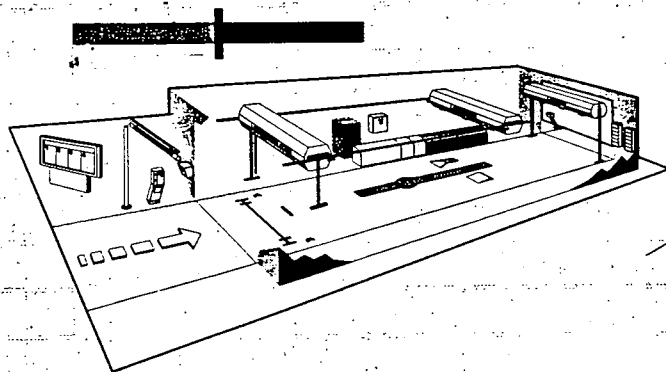
<http://www.pdqinc.com>

Page

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VERTICAL & SLIMLINE™ PUMP

MODEL M924090 & M920050/51



* This page contains general information only.
For system specifications consult your distributor.

SYSTEM DESCRIPTION

The *Vertical* and *Slimline™* pump stations are both designed to be the power plants that houses the solution dispensing equipment and provides the water pressure for cleaning. The *Vertical Pump Station* (M924090) is designed for storage in the equipment room while the *Slimline™* pump station (M920050 & 51) is stored in-bay. Both models feature a 25 hp, 39 gallon per minute, ceramic plunger high pressure pump with an operating pressure of 1,100 psi. Post pump injection keeps soaps and waxes outside of the pump, offering trouble-free operation. Durable yet light cover panels offer easy access for maintenance and noise reduction.

* Features specific to the *Slimline™* Pump Station.

SYSTEM FEATURES

- Compact, accessible pump station
- All solution services use post pump injection
- Pump gauge pressure of 1,150 psi with a nozzle operating pressure of 1,100 psi
- ETL approved
- Easy main pump belt tension adjustment
- MIG and TIG welded construction provides superior strength and lasting quality
- Stainless steel fasteners
- Prewired to Control Panel

SYSTEM INCLUDES

- Standard programmable presoak service
- Two on-board water holding tanks with individual low level pump shut off controls
- Color coded orifices for tamper-free dilution control
- Starter and overload protection for 25 hp motor

- One solution supply pump with post pump injection for all soap and wax applications
- Attractive external covering that doubles as a noise buffer and belt guard

SYSTEM SPECIFICATIONS

- Consult your PDQ distributor for actual specifications in regards to building size, water and electrical requirements; requirements may vary by location and/or system options
- Main Motor: 25 hp, 3 phase 1,765 rpm
- Main pump: Ceramic plunger 39 gpm at 1,100 psi
- Solution pump: Carbon vane injector 4 gpm controlled flow operating at 175 psi
- Dimensions: 32" wide, 32" deep, and 79" high
- * Dimensions: 2 modules, 60" long, 23" wide, and 36" high, each

SYSTEM OPTIONS

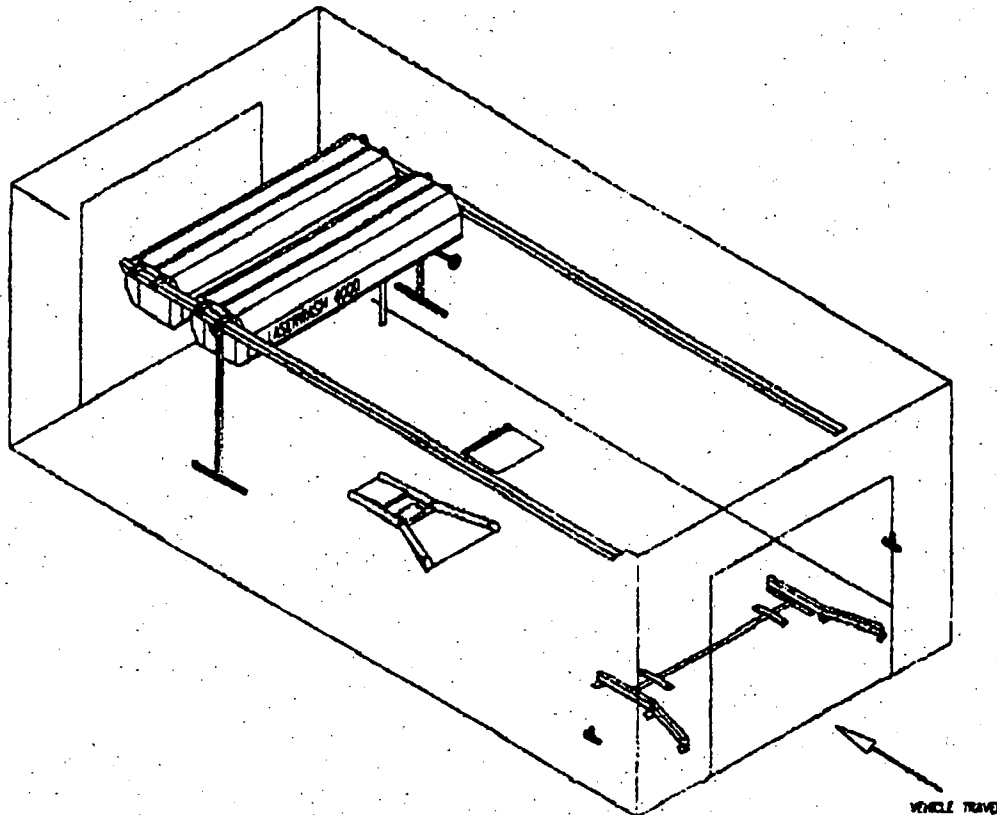
- Undercarriage and Side blaster - Model L4069
- Wheel cleaner - Model L4065
- Rust inhibitor - Model L4063
- High pressure hot water injection - Model L4707
- Spot-free (Reverse Osmosis) delivery system - Model VP0045-VP0048, VP0042
- Heat & weep freeze protection - Model L4310
- On-board soap heater - Model L4098
- Two-step presoak - Model kit 029
- *Clearwater™ II* reclaim system - Model L4456/L4756
- Solution package: high pressure soap, foam wax, high pressure wax, rust inhibitor or drying agent - Model L4095
- Water saver - Model L4705

Manufactured by: **PDQ Manufacturing, Inc.**



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Docking LaserWash 4000 Sound Levels



Distance from exit door	Door Closed	Door Open
10'	68dB	90dB
20'	64dB	88dB
30'	Less than ambient sound levels (See notes below)	85dB
40'	Less than ambient sound levels (See notes below)	82dB

- Notes:
1. When Carwash is not operating, surrounding ambient sounds and traffic sounds varied between 60 and 70 dB.
 2. Testing done in moderate to low city traffic area.
 3. Doors at test sight: Insulated-Double wall type.

Distribution

**NOTICE OF INTENT TO
ADOPT A NEGATIVE DECLARATION**

NOTICE is hereby given that the County of Sacramento, State of California intends to adopt a Negative Declaration for the project described below.

Title: **TEXACO SERVICE STATION USE PERMIT AND VARIANCE
(CONTROL NUMBER: 97-UPB-VAZ-XXB-0706)**

Location: The property is located on the northeast corner of Bradshaw Road and Old Placerville Road, in the Cordova community.

APN: 068-0030-045 (por)

General Description: The proposed project is a request for:

1. A Use Permit to allow a primary automobile service station and 24-hour convenience market, with two quick-serve restaurants and drive-thru window, located within 500 feet of a residential zone, and a car wash on 1.26± acres in the SC zone.

A deviation from the allowed roof structure height of the canopy to exceed 2 feet, 6 inches in height and to allow the design clearance height to exceed 14 feet, 6 inches, pursuant to Section 340-43 of the Zoning Code.

2. A Variance to deviate from the total maximum sign area allowed for a primary service station from 125 square feet to 302.7± square feet.

Review: The review period for the Negative Declaration begins on *May 8*, 1998 and ends on *May 28*, 1998. The Negative Declaration may be reviewed at the following location:

Sacramento County
Department of Environmental
Review and Assessment
827 7th Street, Room 220
Sacramento, California 95814

Questions or comments regarding the Negative Declaration should be directed to the Sacramento County Environmental Coordinator, 827 7th Street, Room 220, Sacramento, California, 95814, phone (916) 874-7914. Failure to do so will not preclude your right to testify at a future public hearing for the proposed project. The date, time, and place of the public hearing is presently unknown. A notice providing the date, time, and place of the public hearing will be provided by the hearing body authorized to conduct the public hearing for the proposed project.

(97-0706.pn/mw)

FAXED
5-6-98
A.P.

COUNTY OF SACRAMENTO
884 ACTION FORM AND CHECKLIST

CONTROL NUMBER: 97-UPB, XPR-0706 APN: 068-0030-045

APPLICATION REVIEWED BY PLANNING DEPARTMENT (DATE): 12-24-97

(NAME): J. Demaries

APPLICATION DECLARED SATISFACTORY BY PLANNING

X APPLICATION IS DEFICIENT IN TERMS OF THE FOLLOWING: (attach additional sheets if necessary)

- see attached -

☒ 500' foot radius map with land uses.	☒ 500' mailing labels. * not Req 500' Radius
☒ Application signed	☒ 8 1/2 X 11 reduction.
☒ Legality of lot (check SIPs)	☒ Verify parcel number
☒ Verify that the community is designated correctly.	☒ Proper fees paid?
☒ Verify that project is consistent with GP policies/map and proposed/existing zoning. (policies: L11-14)	☒ Additional fees needed?
☒ Prior approvals: 4466 (87-1948, 1949), 88-PM-301, 3888	☒ CPAC Advertising Fee
☒ Is the use required to be on a public street?	
☒ If yes, is an exception necessary?	
☒ Are future street rights-of-way indicated correctly on map?	
☒ Does the property meet the (Frontage: ☒ , Width: ☒ , Area: ☒ , and Depth ☒ requirements of the zone?	
☒ Number units/lots allowed.	Number units/Lots provided.
☒ Exception from Title 22 necessary? (list)	
☒ Do existing/proposed buildings meet Zoning Code requirements?	
☒ setbacks ☒ parking ☒ floor area ratio: 0.8 F+R landscaping/planters ☒	
☒ width of access drives/aisles ☒ distance between buildings	
☒ signs ☒ height (If multi-family, adjacent to low density)	
☒ (If com/indust., adjacent to residential)	
☒ (If yes, is a use permit needed?)	
☒ Zoning Enforcement Violations (check ZEDs)	
☒ Is site located within a Specific Plan area?	
☒ Are tributary standards applicable?	
☒ Are the natural stream standards applicable?	
☒ On Vernal Pool map	
☒ Are the parkway corridor or bluff ordinance standards applicable?	
(send to Parks Commission for comments.)	
☒ Other combining zones or Urgency Ordinance applicable?	
☒ Letters sent to other agencies?	
☒ SHRA - Redevelopment Area (Auburn Boulevard, others)	
☒ Conveyances	
☒ Does the property fall within a CLUP? If so, which CLUP. Maden Airport	
☒ Compatible: Yes ☒ No.	195-70 CNEC
☒ Work sheet printed	OVERFLIGHT ZONE

884 form (6/97)

Reference: 97-PMR-PAS-0693
TIMS-(PAS)

* Bradshaw - Feeder Line (existing steps)

97-UPB-XXP-0706

Page 2 of 2.

1. The 500-foot radius, for the map and the mailing labels, is measured from the boundary line of the existing parcel and not from a proposed parcel boundary. Thus, the submitted 500-foot radius map and set of labels must be corrected to include all properties within 500 feet of APN 068-0030-045.
2. The submitted application description and justification statement reference a variance to exceed sign standards. No sign elevations/calculations or fees for the variance have been submitted. The filing fee (expedite) for the variance would be \$3,698. Submit 10 copies, plus a reduction of any sign elevations.

12/29/97
Applicant advised
that #1 + #2 required
JD

COUNTY OF SACRAMENTO

Inter-Department Correspondence

April 7, 1998

To: Adrienn Disbrow
Department of Environmental Review and Assessment

From: Jeff Clark *JCLARK*
Transportation Division

Subject: **TEXACO SERVICE STATION**
Control Number: 97-UPB-XXP-0706
APN: 068-0030-045
TB: 279 C-7
Location: Northeast corner of Bradshaw Road and Old Placerville Road

Transportation Division staff has reviewed the application for the above referenced project. The following table provides the trip generation estimated for the existing zoning and the proposed project.

Condition	Zoning or Use (Area)	ITE use	Daily trip rate	Daily trips	PM peak hour trip rate	PM peak hour trips
Existing Zoning	SC(2.09 AC)	820	545 VTE/AC	1140	54.5 VTE/AC	114
Proposed Use	Service Station w/ Conv. Mkt & Carwash (12 fueling positions)	846	161.8 VTE/ fueling positions	1940	16.18 VTE/ fueling positions	194
Increase In Trips	n/a		n/a	800	n/a	80

Based on the trip generation table, the additional trips generated in the p.m. peak hour for the proposed project zoning are less than 100; therefore, we do not recommend a traffic study.

The following conditions relating to right-of-way, access, and improvement requirements are recommended:

Grant the County right-of-way on Bradshaw Road based on a 108-foot standard and install public street improvements pursuant to the Sacramento County Improvement Standards. Note: There is an offset centerline on Bradshaw Road. Please verify with the Transportation Division as to the exact location.

Adrienn Disbrow
CN. 97-0706
April 7, 1998
Page 2 of 2

APR - 8 1998

PLANNING DEPT.
County of Sacramento

Grant the County right-of-way on Old Placerville Road based on an 84-foot standard and install public street improvements pursuant to the Sacramento County Improvement Standards.

Dedicate additional right-of-way on Bradshaw Road and Old Placerville Road for intersection widening per Standard Drawings H-24 and H-25 of the Sacramento County Improvement Standards.

The size, number and location of driveways shall be to the satisfaction of the Transportation Division. Driveways should be 45 feet in width per Sacramento County Improvement Standards.

We recommend that the applicant verify the adequacy of the turning radii used for turning maneuvers within the site and coordinate the on-site circulation design with the Transportation Division prior to the improvement plan submittal.

On-site circulation should be to the satisfaction of the Transportation Division.

If you have any questions, please call Lupe Rodriguez or Pete Kokkinis of this office at 874-5966.

JEC:pk

c: Cindy Storelli, Planning and Community Development

initial study_planning app

APR - 1 1998

Inter-Department Correspondence

PLANNING DEPT.
County of Sacramento

March 24, 1998

To: Cindy Storelli
Planning and Community Development Department

From: Steve Hetland
Transportation Division 

Subject: **TEXACO SERVICE STATION**
Control Number: 97-UPB-XXP-0706
APN: 068-0030-045
TB: 279 C-7
Location: Northeast corner of Bradshaw Road and Old Placerville Road

The Transportation Division has reviewed the application for the above referenced project and recommends the followig conditions of approval:

Grant the County right-of-way on Bradshaw Road based on a 108-foot standard and install public street improvements pursuant to the Sacramento County Improvement Standards. Note: There is an offset centerline on Bradshaw Road. Please verify with the Transportation Division as to the exact location.

Grant the County right-of-way on Old Placerville Road based on an 84-foot standard and install public street improvements pursuant to the Sacramento County Improvement Standards.

Dedicate additional right-of-way on Bradshaw Road and Old Placerville Road for intersection widening per Standard Drawings H-24 and H-25 of the Sacramento County Improvement Standards.

The size, number and location of driveways shall be to the satisfaction of the Transportation Division. Driveways should be 45 feet in width per Sacramento County Improvement Standards.

We recommend that the applicant verify the adequacy of the turning radii used for turning maneuvers within the site and coordinate the on-site circulation design with the Transporatation Division prior to the improvement plan submittal.

On-site circulation should be to the satisfaction of the Transportation Division.

If you have any questions, please call Lupe Rodriguez or Pete Kokkinis of this office at 874-5966.

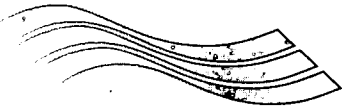
SRH:pk

c: Lupe Rodriguez
Jeff Clark

ITEM 6.1.

NORMAN D. COVELL
Air Pollution Control Officer

SACRAMENTO METROPOLITAN



AIR QUALITY
MANAGEMENT DISTRICT

ATTACHMENT 4

TIMOTHY W. TAYLOR
Chief, Mobile Source Division

RECEIVED

JAN 09 1998

PLANNING DEPT.
County of Sacramento

January 8, 1998

Ms. Cindy Storelli, Senior Planner
Planning Commission Section
Planning and Community Development Department
County of Sacramento
827 Seventh Street, Room 230
Sacramento, CA, 95814

Subject: **PROJECT NAME:** **TEXACO SERVICE STATION**
 YOUR NUMBER: **97-UPB-XXP-0706**
 OUR NUMBER: **PR980001**

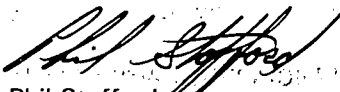
Dear Ms. Storelli:

Thank you for the opportunity to review the above-captioned application. The staff of the Air Quality Management District (District) has reviewed this project and offers the following comments:

1. Please advise the applicant that the District has adopted Rule 457 - METHANOL COMPATIBLE TANKS, which requires the installation of at least one methanol compatible tank for all new service stations, or if existing tanks are exposed during reconstruction. The applicant may wish to contact Brian Krebs of the Air District staff at (916) 386-6628 for additional information.
2. Also, please advise the applicant that during the construction phase of the project, the provisions of Rule 403 - FUGITIVE DUST will apply. Should the applicant have any questions regarding the requirements of this rule, he is advised to contact the District's main office at (916) 386-6650.
3. Although not proposed as a condition of approval, we request that the operator of the restaurant make every effort to keep waiting time for customers using the drive-up window as brief as possible. Generally, if waiting times are less than 8 minutes there are fewer auto-related emissions to the atmosphere than if the customer parked the vehicle and went inside the restaurant.

If you require further assistance with Air Quality issues please contact me at (916) 386-7032.

Sincerely,



Phil Stafford
Associate Air Quality Planner

cc: Ron Maertz, SMAQMD

G:\MOBILE\WP\J\S\LANDUSE\PR980001.LTR

916-386-6640 • FAX 916-386-2279 • SMAQMD • 8475 Jackson Rd., Suite 200 • Sacramento, CA 95826-3904

January 12, 1998

County of Sacramento
Planning Department
827 7th Street, Room 230
Sacramento, CA 95814

RECEIVED

JAN 13 1998

PLANNING DEPT.
County of Sacramento



Re: Texaco Service Station Bradshaw Road Control Number 97-0706

Gentlemen:

PG&E has reviewed this project and has the following comments:

PG&E has no objection to the proposed Use Permit for this project.

Gas service is available to this project if desired. The developer should contact PG&E's Service Planning Department at (916) 386-5067 as soon as possible to coordinate construction so as not to delay the project.

If you have any questions, please contact me at (530) 889-3160.

Sincerely,

A handwritten signature in cursive script, reading "Lou A. Norton", is positioned above the typed name.

Lou A. Norton
Land Agent

COUNTY OF SACRAMENTO**Public Works Agency
Water Quality Division Memorandum**

February 5, 1998
E225.000

TO: Cindy Storelli, Senior Planner
Planning Commission Section

FROM: Dean Wyley *DW*
Water Quality Division

**SUBJECT: USE PERMIT FOR TEXACO SERVICE STATION
APN. 068-0030-045(POR)
CONTROL NO. 97-UPB-XXP-0706**

Water Quality Division staff on behalf of Sacramento Regional County Sanitation District and County Sanitation District No. 1 has reviewed the subject document and has the following comments.

There is adequate depth and capacity in a public sewer line adjacent to this parcel to provide public sewer service. Sacramento County Improvement Standards apply to on-site construction. Therefore, the Water Quality Division staff has no additional requirements.

A change of use for this parcel may require the payment of additional sewer fees. Applicant should contact Water Quality Division at 875-6679 for sewer impact fee information. Water Quality Division has no further comment.

DW:sd

cc: John C. Boehm
Faith King – Environmental Management (MC 48-001)
TAIT & Associates, Inc.
Anita Williams/David Durham
2880 Sunrise Boulevard, Suite #206
Rancho Cordova, CA 95742

wyley/store088.mem/205641

ITEM 6.1.
RECEIVED

ATTACHMENT 4

JAN 26 1998

**PLANNING DEPT.
County of Sacramento**

**COUNTY OF SACRAMENTO
INTRA-DEPARTMENT CORRESPONDENCE
WATER RESOURCES DIVISION**

MEMORANDUM

January 26, 1998

**TO: Cindy Storelli, Planning (01-230)
Dennis Yeast, DERA (01-220)**

**FROM: William R. Forrest
Water Resources Division**

SUBJECT: Comments on the Texaco Service Station Use Permit (97-0706)

The Water Resources Division (WRD) has the following comments on the subject project.

EXISTING CONDITIONS

The project site is located within the Mayhew Slough watershed. The site is outside of a federally designated 100-year floodplain, as shown on Flood Insurance Rate Map, panel numbers 060262-0215D, dated November 15, 1989. The tentative parcel map, which the site is a portion of, was conditioned to install storm drainage improvements along Bradshaw Road to the north in 1988. Also as a condition of the tentative parcel map- an analysis of the existing storm drainage system, which the parcel would be connecting to, was to be performed to verify adequate capacity to handle storm drainage flows

Conditions of Approval:

1. STD#190 (I,E,F)- Provide drainage easements and install facilities pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Drainage Ordinance, and Sacramento County Improvement Standards, including any fee required by Ordinance No. 1 of the County Water Agency.
2. STD#194 (Offsite)- Offsite drainage improvements and easements shall be provided pursuant to the Sacramento County Floodplain Management Ordinance, and the Sacramento County Improvement Standards

If you have any questions, please contact me at 874-6851.



COUNTY OF SACRAMENTO

PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

827 SEVENTH STREET, ROOM 230
SACRAMENTO, CALIFORNIA 95814
Telephone: (916) 874-6141
Fax: (916) 874-6400

THOMAS W. HUTCHINGS
DIRECTOR

Robert Sherry, Principal Planner
Long Range Planning & Enforcement

Tricia Stevens, Principal Planner
Application Processing

Ana Rhodes, ASO III
Administration

May 4, 1998

Tait & Associates
2880 Sunrise Boulevard, Suite 206
Rancho Cordova, CA 95742
Attn.: Anita Williams and David Durham

Subject: Bradshaw Texaco Use Permit, Control No. 97-UPB-XXB-0706

Pursuant to your request, we are prepared to expedite the processing of your application for the property located on the northeast corner of Bradshaw Road and Old Placerville Road (APN: 068-0030-045). The file has been determined to be "complete" by Planning staff. A copy of your application has been forwarded to the Department of Environmental Review and Assessment (DERA). At this time, I anticipate that your application will be heard by the Project Planning Commission on June 1, 1998 and the Board of Supervisors on June 24, 1998. This assumes that DERA will prepare a Negative Declaration for the project, and that all statutory deadlines and advertising mandates can be met.

Troy Givans of my staff has been assigned primary responsibility for the project. If you have any questions regarding the processing and staff recommendation, please contact him at 874-5206.

Sincerely,

Cindy Storelli
Senior Planner

c: Roger Swenson
Barbara James
Kathy Rogers
DERA
✓ File

SDL
lt970706

ITEM 6.1.

ATTACHMENT 4

COUNTY OF SACRAMENTO*Inter-Departmental Correspondence*

January 30, 1998

To: Cindy Storelli
Planning Department

From: Thomas Manzari
Sacramento Sheriff's Department
Community Resources Bureau

Subject: **TEXACO BRADSHAW & OLD PLACERVILLE RD.**
APN# 068-0030-045 CN# 97-0706

You have requested that the Sheriff's Department provide comments relative to the design associated with the development of the above project. The following comments and conditions of approval are provided for your staff report. The developer has met with this Bureau and agreed to the following conditions:

- All conditions in Sacramento Zoning Code 315-15.5 are followed. In addition, a computer generated, point to point photometric plan be submitted to this Bureau. The calculated points of the foot candle printout will be spaced no farther than five feet apart in either direction.
- Parking and loitering areas that cannot be seen from the cashier's station will be monitored by the store's CCTV. The location plan of the CCTV cameras and monitors must be sent to this Bureau. Lighting will be in accordance of the needs of the cameras. One monitor will be at the cashier's station and placed so that both customers and cashier can easily view the screen. The tape speed of the CCTV will be twenty-four hour 'real time'.
- Customer bicycle racks will be viewable from the cashier's station.
- Landscaping and berms will not block casual viewing from the street to the cashier's station. Particular attention should be made to the Point Reyes, Razzleberri and similar plants that may affect the viewing.
- Air & water station, if installed, should be visible from the cashier's station.

ITEM 6.1.**ATTACHMENT 4**

- Public telephones will be call out only and placed away from the building to reduce loitering. It will also preclude someone pretending to talk on the phone and committing a 'snatch and run' on a person entering or leaving the building.
- If the drive-thru window has limited hours, barriers should be in place to prohibit loitering in the drive way to the window. A CCTV camera can be substituted for the barriers.

Notify this Bureau of completion of project for final inspection.

Any questions or comments please contact:

Thomas Manzari

Sacramento Sheriff's Department

711 G Street

Sacramento, CA 95814

(916) 874-5986 FAX 874-8101

cc: TAIT & Associates

COUNTY OF SACRAMENTO
Inter-Department Correspondence

October 31, 1990

To : Planning Department

From : *BAW* BEVERLY A. WILLIAMS, Clerk
Board of Supervisors

Subject: Arika Komoorian, et al - by Murray Smith and Associates - Holliman, Hackard and Taylor - the property is located on the northeast corner of Bradshaw Road and Old Placerville Road in Rancho Cordova. Parcel No. 068-0030-017

ENVIRONMENTAL DOCUMENT: Final Environmental Impact Report

REQUEST: The Board of Supervisors to consider the following requests:

An amendment to the General Plan for 17+ acres from Low Density Residential to Commercial and Offices (12+ acres) and Industrial Intensive (5+ acres); an amendment to the Community Plan from Residential Density 5 to Shopping Center (12+ acres) and Industrial Park (5+ acres); rezoning from RD-5 to SC and MP on conditions.

87-GP-1948 87-CP-RZ-1949 (Accepted the Final EIR as adequate and appropriate 5/9/90)

The Board of Supervisors, on June 6, 1990, adopted Findings of Fact and the Statement of Overriding Concerns; approved amending the General Plan by Resolution No. 90-0869.

At a regular meeting held on October 31, 1990, the Board of Supervisors adopted the Findings of Fact and Statement of Overriding Concerns; approved amending the Community Plan by Resolution No. 90-1932, the rezone by Ordinance No. SZC 90-0056, and adopted the agreement by Resolution No. 90-1933.

The complete file and copies of the documents are attached.

BAW:cz

Attachments

cc: Applicant
Assessor
EIS
SIPS

ORDINANCE NO. SZC 90-0056
(New Series)

AN ORDINANCE AMENDING THE ZONING CODE OF SACRAMENTO COUNTY,
ORDINANCE NO. SZC 83-10, AS AMENDED, CHANGING FROM ONE ZONE
TO ANOTHER CERTAIN PROPERTY KNOWN AS ASSESSOR'S PARCEL NOS.
068-0030-017

The Board of Supervisors of the County of Sacramento, State of California, do ordain as follows:

SECTION I

Section 101-162 of the Zoning Code of Sacramento County, Ordinance No. SZC 77-110, as amended, which incorporates Comprehensive Zoning Plan Unit No. 324/188 is amended to change the zone of the property described in Exhibit "A", attached and made a part thereof, to the SC Zone. The property described in Exhibit "A" is also known as Assessor's Parcel(s) set forth above.

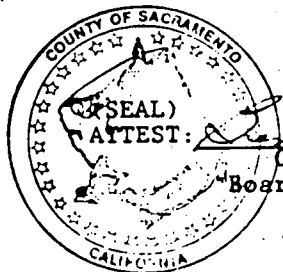
SECTION II

This ordinance shall take effect and be in full force on and after thirty (30) days from the date of its passage hereof, and before the expiration of fifteen (15) days from the date of its passage it shall be published once with the names of the members of the Board of Supervisors voting for and against the same, said publication to be made in a newspaper of general circulation published in the County of Sacramento.

On a motion by Supervisor Illa Collin, seconded by Supervisor Jim Streng, the foregoing ordinance was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, at a regular meeting hereof, this 31st day of October, 1990, by the following vote, to wit:

AYES: Supervisors, Illa Collin, Jim Streng, Grantland Johnson
NOES: Supervisors, Toby Johnson
ABSENT: Supervisors, Sandra Smoley

Grantland Johnson
Chairman of the Board of Supervisors
of Sacramento County, California



(SEAL)
ATTEST: [Signature]
Clerk of the
Board of Supervisors

FILED

OCT 31 1990

BOARD OF SUPERVISORS
BY [Signature]
CLERK OF THE BOARD

In accordance with Section 25123 of the Government Code of the State of California, a copy of this document has been delivered to the Chairman of the Board of Supervisors, County of Sacramento, on

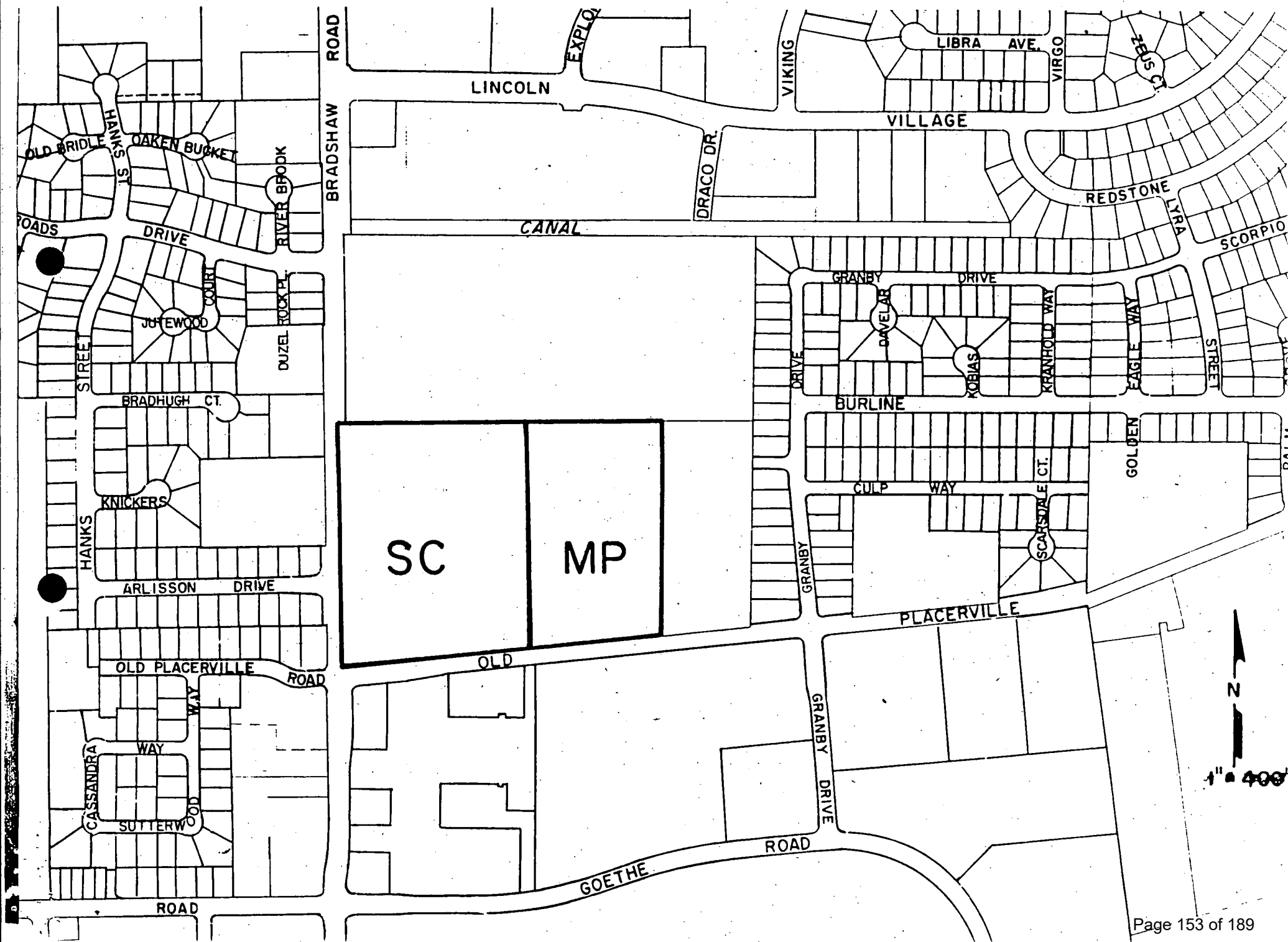
OCT 31 1990

[Signature]
Deputy Clerk, Board of Supervisors

Exhibit "A"

Beginning at a point located the following four (4) courses and distances from the southwest corner of F. Silva Vineyard, the official plat of which is recorded on the Office of the Recorder of Sacramento County in Book 19 of Maps, Map No. 29; (1) south $01^{\circ} 35' 30''$ west 1215.2 feet; (2) north $89^{\circ} 12'$ west 1105.05 feet; (3) south $01^{\circ} 24' 30''$ west 610.73 feet; (4) north $89^{\circ} 12'$ west 305 feet; running thence south $01^{\circ} 24' 30''$ west 728.33 feet to the center line of Old Placerville Road; thence along said center line south $84^{\circ} 59'$ west 1104.48 feet to the intersection with the center line of Bradshaw Road; thence along said center line of Bradshaw Road north $00^{\circ} 02'$ east 839.84 feet; thence south $89^{\circ} 12'$ east 1114.64 feet to the point of beginning. And including all the adjacent rights of way along Bradshaw Road and Old Placerville Road.

ACTION: TO SC and MP as shown on Exhibit Map "A"



RESOLUTION No. 90-1933

BE IT RESOLVED AND ORDERED that the Chairperson of the Board of Supervisors be and is hereby authorized and directed to execute an Agreement on behalf of the COUNTY OF SACRAMENTO relating to reclassification of zoning with

ARIKA KOMOORIAN, INDIVIDUALLY;
 ROGER S. SWANSON, INDIVIDUALLY;
 LOUIE J. PAPPAS, INDIVIDUALLY;
 KAREN DEDMAN, AKA KAREN G. DEDMAN, INDIVIDUALLY

and to do and perform everything necessary to carry out the purpose of this Resolution.

On a motion by Supervisor Illa Collin, seconded by Supervisor Jim Streng, the foregoing Resolution was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, this 31st day of October, 1990, by the following vote, to wit:

AYES: Supervisors: Illa Collin, Jim Streng, Grantland Johnson
 NOES: Supervisors: Toby Johnson
 ABSENT: Supervisors: Sandra Smoley

Grantland Johnson
 Chairperson of the Board of Supervisors
 of Sacramento County, California



Clerk of the Board of Supervisors

FILED

OCT 31 1990

OCT 31 1990

BOARD OF SUPERVISORS
 BY Clerk of the Board of Supervisors

In accordance with Section 25103 of the Government Code of the State of California, a copy of this document has been delivered to the Chairmen of the Board of Supervisors, County of Sacramento, on

Komorian
871949
068-0030-017

AGREEMENT NO. _____

THIS AGREEMENT made this 31st day of October, 1990, by and between "Owners," as identified in Item (a) of Exhibit I of this Agreement, and the COUNTY OF SACRAMENTO, a political subdivision of the State of California, herein called "County".

W I T N E S S E T H:

WHEREAS, Owners are the owners of real property, herein called the "Property," situate in the County of Sacramento, which Property is described in Item (e) of Exhibit I of this Agreement; and

WHEREAS, the Property is now zoned as specified in Item (b) of Exhibit I; and

WHEREAS, Owners have applied for a reclassification of zoning of the Property pursuant to which application the Property is being reclassified from its present classification to the classification or classifications specified in Item (c) of Exhibit I; and

WHEREAS, public hearings have been held upon said application before the Board of Supervisors of the County of Sacramento, State of California, and after having considered the matter presented, it has been determined that certain conditions to the zoning reclassification of said real property must be imposed so as not to create any problems inimical to the health, safety and the general welfare of the County of Sacramento;

NOW, THEREFORE, IT IS MUTUALLY UNDERSTOOD AND AGREED that inasmuch as the reclassification specified in Item (c) of Exhibit I is being granted, the said reclassification shall be subject to the conditions specified in the following paragraphs:

1. That Exhibits I and II, as completed and attached hereto, are incorporated into and made a part of this Agreement with the same force and effect as if fully set forth herein.
2. That Owners shall dedicate right-of-way and construct and install, at Owners' own cost and expense, street improvements and necessary drainage facilities in accordance with the Standard Specifications of County in effect at the time of installation.
3. That said Street Improvements shall be of the type and located as specified in Item (a) of Exhibit II.
4. That said Street Improvements and drainage facilities shall be constructed and installed at such time as the Department of Public Works of County determines the necessity therefor.
5. That if Owners or any successor in interest of Owners refuses or neglects to construct or install said Street Improvements and drainage facilities after notification by the said Department of Public Works, said Street Improvements and drainage facilities may be installed by the said Department of Public Works and the cost thereof shall become a lien and charge upon the Property.

ITEM 6.1
STATE OF CALIFORNIA

COUNTY OF SACRAMENTO



This document is only a general form which may be proper for use in simple transactions and in no way acts, or is intended to act, as a substitute for the advice on an attorney. The printer does not make any warranty, either express or implied as to the legal validity of any provision or the suitability of these forms in any specific transaction.

Cowdery's Form No. 32 — Acknowledgement to Notary Public — Individuals — (C.C. Sec. 1189) — (Rev. 1/83)

STATE OF CALIFORNIA

COUNTY OF SACRAMENTO



This document is only a general form which may be proper for use in simple transactions and in no way acts, or is intended to act, as a substitute for the advice on an attorney. The printer does not make any warranty, either express or implied as to the legal validity of any provision or the suitability of these forms in any specific transaction.

Cowdery's Form No. 32 — Acknowledgement to Notary Public — Individuals — (C.C. Sec. 1189) — (Rev. 1/83)

On this 30th day of October, 1990, before me, the undersigned, a Notary Public, State of California, duly commissioned and sworn, personally appeared Louie J. Pappas, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to this instrument, and acknowledged that he executed it. IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal in the Sacramento County of California on the date set forth above in this certificate.

My commission expires 9-20-94

Notary Public, State of California

On this 31st day of October, 1990, before me, the undersigned, a Notary Public, State of California, duly commissioned and sworn, personally appeared Arika Komoorian, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to this instrument, and acknowledged that he executed it. IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal in the Sacramento County of California on the date set forth above in this certificate.

My commission expires 9-20-94

Notary Public, State of California

GENERAL ACKNOWLEDGMENT

State of California

County of Sacramento

SS.

On this the 30th day of October, 1990, before me,

Jo Ann Pino

the undersigned Notary Public, personally appeared

Roger S. Swanson and Karen Dedman aka Karen G. Dedman

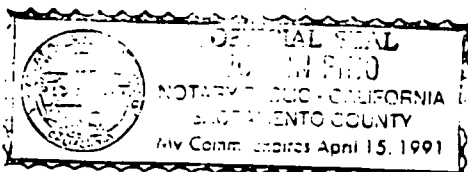
☒ personally known to me

☐ proved to me on the basis of satisfactory evidence

to be the person(s) whose name(s) are subscribed to the within instrument, and acknowledged that they executed it.

WITNESS my hand and official seal.

Jo Ann Pino
Notary's Signature



6. That Owners shall comply with the additional conditions, if any, specified in Item (b) of Exhibit II of this Agreement.
7. In the event Owners, any successor in interest of Owners, or any person in possession of the property described in Item (e) of Exhibit I violates or fails to perform any of the conditions of this Agreement within thirty (30) days after notice thereof as provided in Paragraph 8, the Board of Supervisors of County may instruct the County Counsel of County to institute legal proceedings to enforce the provisions of this Agreement. The Board of Supervisors of County may also initiate public hearings to rezone the property to any suitable classification.
8. Notice of violation of provisions of this Agreement shall be sent to Owners at the address specified in Item (d) of Exhibit I and to the street address of the property described in Item (e) of Exhibit I. Any subsequent title holder, any lien holder, or party in possession of the property shall also receive notice of such violation at an address other than as specified in Item (d) of Exhibit I by filing with the Clerk of the Board of Supervisors of County the address to which the notice is to be sent, with reference to this Agreement and the Resolution authorizing its execution.
9. In the event suit is brought by the County Counsel of County to enforce any of the provisions of this Agreement, Owners agree to pay to County a reasonable sum to be fixed by the Court as attorney's fees.
10. Each and every one of the provisions of this Agreement herein contained shall bind and inure to the benefit of the successor in interest of each and every party hereto, in the same manner as if they had herein been expressly named.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the day and year first above written.

Arika Kendorian
ARIKA KENDORIAN, individually

Roger S. Swanson
ROGER S. SWANSON, individually

Louie J. Pappas
LOUIE J. PAPPAS, individually

Karen Dedman
KAREN DEDMAN, aka KAREN G. DEDMAN,
individually

"Owners"

(SEAL)

ATTEST: *Dorothy A. Williams*
Clerk of the Board of
Supervisors

COUNTY OF SACRAMENTO, a political subdivision
of the State of California

By *Montland J. Jensen*
Chairman of the Board of Supervisors

"County"

EXHIBIT I

Agreement No. _____

- (a) "Owners," as used in this Agreement, includes each and all of the following:

ARIKA KOMOORIAN, a single woman;

LOUIE J. PAPPAS, a married man, as his sole and separate property;

ROGER S. SWANSON, a married man, as his sole and separate property;

KAREN DEDMAN, aka KAREN G. DEDMAN, a married woman as her sole and separate property.

as their respective interests appear of record.

- (b) The property is now zoned:

RD-5 Residential Land Use Zone

- (c) The zoning reclassification of the property is from its present zoning to:

SC Shopping Center and MP Industrial - Office Park Land Use Zones

- (d) Notice to Owners pursuant to Paragraph No. 7 shall be addressed to:

Arika Komoorian, et al
c/o Holliman, Hackard & Taylor
1545 River Park Drive
Sacramento, CA 95815

- (e) "Property," as used in this Agreement, includes:

All that certain real property situate in the County of Sacramento, State of California, described as follows:

All that portion of Subdivision "Lintz No. 1, 150.59 AC." as shown on the "Plat of Rancho Rio De Los Americanos", recorded in Book 1 of Maps, Map No. 2, records of said County, described as follows:

Beginning at a point located South $1^{\circ} 35\frac{1}{2}'$ West 1215.2 feet, North $89^{\circ} 12'$ West 1105.50 feet, South $1^{\circ} 24\frac{1}{2}'$ West 610.73 feet and North $89^{\circ} 12'$ West 305.0 feet from a $1\frac{1}{2}$ inch steel bar in a fence corner marking the Southwest corner of Silva Vineyards, according to the Official Plat thereof, filed in the Office of the Recorder of Sacramento County, California, on July 14, 1927, in Book 19 of Maps, Map No. 29, said steel bar being located South $0^{\circ} 13'$ West 61.5 feet from a fence corner marking the Northeast corner of said Subdivision "Lintz No. 1, 150.59 AC."; thence from said

point of beginning South $1^{\circ} 24\frac{1}{2}'$ West 728.33 feet to the centerline of a 50 foot County road; thence along said centerline South $84^{\circ} 59'$ West 1101.48 feet to the intersection of said centerline with the West line of said Rancho Rio De Los Americanos; thence North $0^{\circ} 02'$ East along the centerline of a County road, a distance of 839.85 feet; thence South $89^{\circ} 12'$ East 1114.64 feet to the point of beginning.

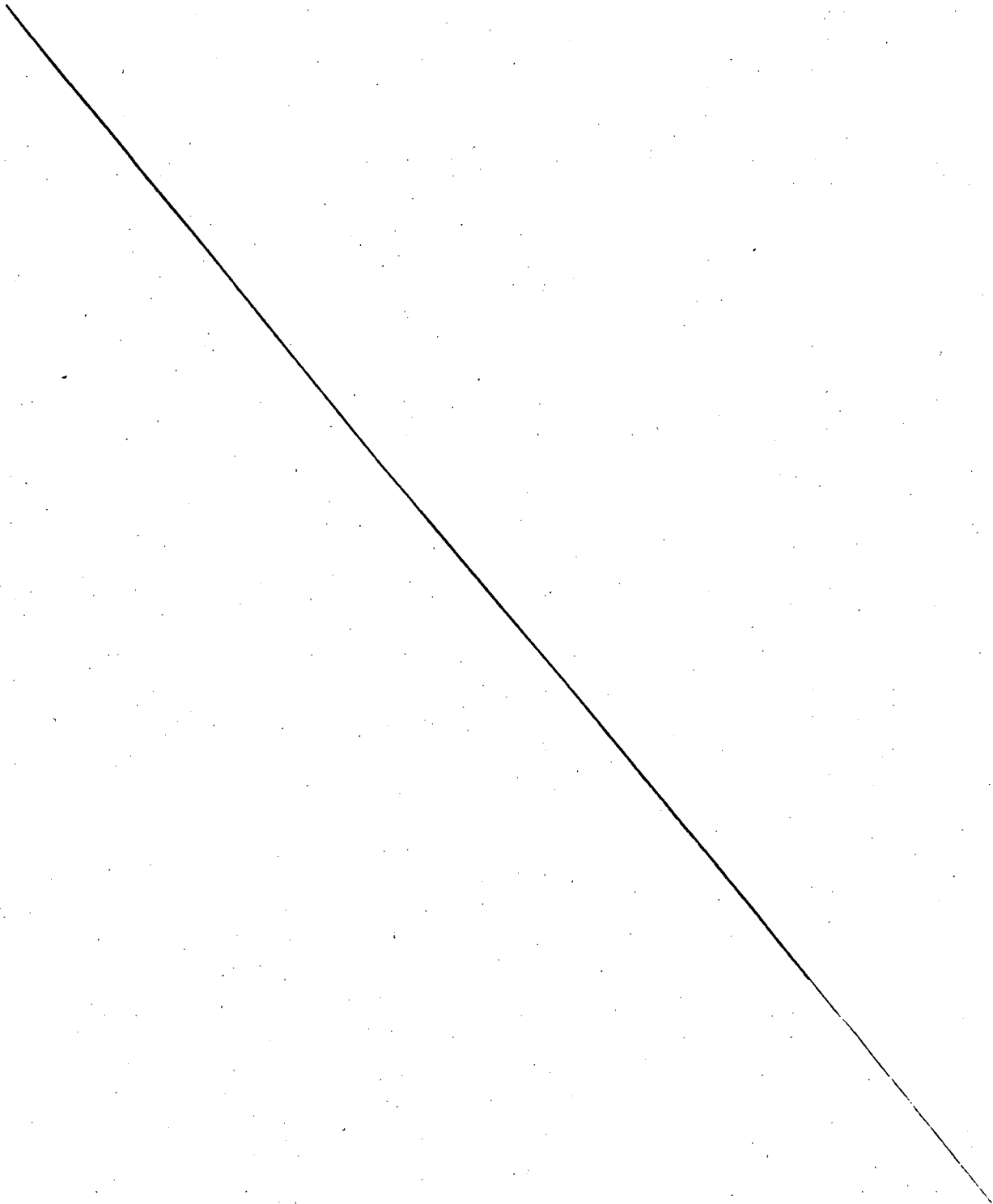


EXHIBIT II

Agreement No. _____

- (a) Street improvements and drainage facilities pursuant to Paragraph Nos. 2 and 3 of this Agreement shall be of the type and shall be constructed and installed as specified below:

1. Grant the County rights-of-way for Bradshaw Road and Old Placerville Road, based on 110 foot and 84 foot standards, respectively, and install public street improvements pursuant to the Sacramento County Improvement Standards.
2. Provide drainage easements and install drainage facilities pursuant to the Sacramento County Drainage Ordinance and Improvement Standards, including any fee required by Ordinance 1 of the County Water Agency.
3. Off-site drainage improvements may be required to provide an outfall facility that meets County standards. All such work is to be at the expense of the developer, to the satisfaction of the County Water Agency.
4. Dedicate a 12.5 foot public utility easement for overhead and underground electrical facilities and appurtenances adjacent to Old Placerville Road and Bradshaw Road.
5. Dedicate the necessary public utility easements or grant to SMUD all necessary easements for overhead 69 KV subtransmission facilities.
6. The number and location of all driveways shall be subject to approval by the Highways and Bridges Division of the Department of Public Works.
7. Provide a bus shelter on Bradshaw Road approximately 100 feet north of the northeast corner of Old Placerville and Bradshaw Roads.

- (b) The additional conditions with which Owners shall comply, pursuant to Paragraph No. 6 of this Agreement, are as follows:

1. Zoning on the subject property shall be as shown on Exhibit "H", approved by the Board of Supervisors on June 6, 1990.
2. The property owner shall participate in the formation of any assessment district or similar mechanisms for funding and constructing those roadway improvements identified in the Resolution of Formation for the Bradshaw Road/U.S. 50 Corridor Integrated Financing District. The property owners shall fully participate in the district created and hereby waive any right to protest the creation of or improvements in

such district. The property is presently subject to a contingent assessment for the Bradshaw Road/U.S. 50 Corridor Integrated Financing District. The contingent assessment calculated pursuant to Sacramento County Ordinance No. 1348 will be \$499,908.33. Payment shall be made as set forth in said Ordinance No. 1348, but since bonds have not been issued, the total amount may be paid at this time without penalty.

3. Provide public sanitary sewer and water supply facilities in accordance with the Sacramento County Improvement Standards.
4. Provide access arrangements and install working fire hydrants which meet the required fire flow demands pursuant to the requirements of the fire district having jurisdiction prior to any combustible construction.
5. Consult with the Sheriff's Department Crime Prevention Unit during site development for measures to reduce the need for police services.
6. The project proponent should work closely with the SMUD Distribution Planning Department and Conservation Department and implement conservation and load management measures to the maximum extent feasible.
7. Structures shall be designed such that noise levels in offices and public areas are reduced to 50 dB Leq (8 a.m. - 9 p.m.), with Lmax not to exceed 60 dB.
8. Prepare and submit a Transportation Management Plan (TMP) to the Planning Department during Development Plan Review. The Transportation Management Plan shall include, at a minimum, a trip reduction program involving public transit, carpooling, flex-time and related measures, including participation in any Transportation Management Association formed in the Bradshaw/Highway area.
9. Final development plans shall be submitted for review and approval by the Planning Department prior to the issuance of grading and building permits. This review shall address landscaping, berming, setbacks, and building design. The development plan shall accurately depict all trees, trunk diameters, species and canopy sizes, and shall illustrate any required building or parking area relocations necessary to foster tree preservation. Final plans shall indicate those trees proposed for retention and those proposed for removal.
10. Development plans for the MP zoned portion of the site shall be modified to conform with the standards outlined in Title II, Chapter 30, Article 5 of the Sacramento County Zoning Code.
11. Provide an eight (8) foot high solid wall and 15-foot wide landscaped buffer area adjacent to the north and east property lines on the SC designated portion of the rezone.

Provide an eight (8) foot high solid wall and 25-foot wide landscaped buffer area on the MP designated portion of the rezone. These landscaped areas shall contain screen trees planted 30 feet on center along the barrier wall, in combination with other plant materials, to provide a dense visual screen.

12. The number and location of all driveways shall be subject to approval by the Highways and Bridges Division of the Department of Public Works.
13. The following measures shall be implemented to reduce tree damage and loss:
 - a. In order to preserve the 42-inch oak tree on the southwest portion of the site, the following shall be done:
 - (1) Modify the site development plans to ensure that no building, sidewalk, driveway or parking area encroaches into the dripline of this tree.
 - (2) No cutting, filling, grading or trenching shall occur within the dripline of the tree.
 - (3) The tree shall be inspected by a professional arborist and cabled and pruned if necessary.
 - b. Any two (2) to six (6) inch oaks on the project site shall be transplanted during the winter months to an area on the site where they can be incorporated into the landscaping of the project. If it is not feasible to transplant the oak trees, they shall be replaced in kind, within the project site.
 - c. Chain link fencing or a similar protective barrier shall be installed around the driplines of oak trees prior to initiating project construction, in order to avoid damage to the trees and their root systems.
 - d. No employee vehicles, construction equipment, mobilehome, supplies, materials or facilities shall be parked, stockpiled or located within the driplines of oak trees.
 - e. If extensive cuts or fills are made beyond the dripline, but near a native oak, provide adequate drainage and/or supplemental irrigation to mitigate the adverse effects caused by changes in elevation.
 - f. No sprinkler system shall be installed in such a manner that it irrigates the ground within the driplines of oak trees.
 - g. Landscaping beneath oak trees may include nonplant material such as boulders, cobbles, wood chips, etc. The only plant species which shall be planted within the

driplines of oak trees are those which are tolerant of the natural semiarid environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants.

- h. Where soil compaction occurs within the dripline of an oak tree, take measures to restore soil condition and integrity.
 - i. If an oak tree shows gradually increasing symptoms of disease or weakness, consult with a horticulturist, arborist or other professional tree expert.
 - j. Consideration shall be given to the preservation of the mature orchard trees, wherever possible, as part of the permanent landscaping of the site.
 - k. Preserve as many of the other existing ornamental trees and shrubs as possible.
14. The portion of the property zoned MP shall be limited to those uses listed in **ATTACHMENT "A"**, which is appended hereto and is hereby incorporated into and made a part of this Agreement.

ATTACHMENT "A"

The portion of the property zoned MP shall be limited to the following uses:

I. From the Commercial Use Tables, Table II, Sacramento County Zoning Code:

PERMITTED USES WITHIN THE BUILDABLE AREA OF COMMERCIAL LOTS.

An X indicates that the described use is permitted. A number indicates that the described use is permitted in that zone upon compliance and maintenance of the special condition referenced by the corresponding number which is described following the list of uses. The special condition requirements shall be in addition to all other requirements of the Zoning Code and any other Ordinance governing the described use. No equipment, materials, goods, furniture or appliances may be stored and/or displayed outside an enclosed building or outside of a solid screen fenced area and be visible from a public street, unless that equipment, material, goods, furniture or appliances is normally used out-of-doors. A temporary use permit for promotional display should be secured if this temporary outside display use is proposed. No equipment may be displayed within required yard areas unless specifically permitted to do so by Section 225-13, Sacramento County Zoning Code.

B. Business Services:

1. Addressing and mailing services	X
2. Advertising business	X
3. Alarm/warning system - sales and service	X
7. Blueprinting-photostating service	X
8. Computer programming/software and system design	X
9. Computer sales, rental and lease	14
10. Computer service and training	X
11. Data processing service (see Section 130-53)	X
12. Delivery service	X
14. Drafting service	X
19. Locksmith - safe repair shop	X
19.5. Mail or delivery service pick-up station	36
20. Locksmith - Key and lock shop	X
21. Mail order business	X
23. Office machines and equipment sales and minor repair	X

25.	Photocopy service	X
26.	Print shop	X
29.	Sign, on-site	X
30.	Stenographic service	X
31.	Studio - radio, television, recording	X
32.	Telegraph office	X
33.	Telephone answering service	X
34.	Ticket Agency	X
35.	Wholesale distributor's service facility	14

C. Health Services

3.	Clinic, child-family guidance	X
4.	Clinic, counseling	X
4.5.	Clinic, diet counseling with incidental sales of diet products	X
5.	Clinic, kidney dialysis	X
6.	Clinic, physical therapy	X
8.	Eyeglasses, frames, contact lens - sales and service	X
9.	Hearing aids - sales and service	X
11.	Laboratory - medical, dental or optical	X
12.	Laboratory - research, analysis	14
13.	Medical or dental office	X

D. Personal Services

4.	Child care center	X
5.	Dressmaker	X
9.	Reducing-body building studio	37
10.	Shoe shine parlor	X
11.	Studio - dance, voice, music, gymnastics	37
12.	Tailor	X

E. Miscellaneous Services

6. Laboratory, materials testing	14
7. Laundromat, self-service	X
9. Laundry or cleaning pick-up station	X
12. Photography studio, including incidental processing	X
13. Picture framing shop	X
15. Storage building-mini	X
18. Travel agency	X
19. Veterinarian-animal hospital	X
20. Warehousing and storage	X

F. Repair Services

1. Appliance repair shop	X
4. Shoe repair shop	X
5. Television and radio repair shop	X

G. Eating/Drinking/Lodging

6. Delicatessen	49
11. Restaurant-coffee shop-cafeteria	49
12. Soda fountain-ice cream parlor	37
13. Snack bar incidental to a park, boat dock, other water-oriented use	49

H. Entertainment/Recreation Services

21. Physical fitness studio	37
23. Recreation facility, indoor	37

J. General Merchandise Sales

8. Electronic equipment store	X
11. Florist	X
13. Gift-card shop	X
17. Hotel-restaurant equipment sales	X

19.	Lapidary shop	X
21.	Music store, including instrument repair	X
22.	Newspaper-magazine stand	X
24.	Office machines and equipment sales and minor repair	X
29.	Photographic supply-camera store	X
30.	Pool table sales and repair service	X
35.	Stamp-coin store	X
36.	Stationery store	X
38.	Tobacco shop	X
42.	Wholesale store	X
K.	<u>Home Accessories and Services</u>	
4.	Floor covering, drapery or upholstery store	37
M.	<u>Manufacturing/Processing</u>	
10.	Photographic processing plant, wholesale facility	X
11.	Recycling center	X
N.	<u>Membership Organizations</u>	
1.	Church	X
3.	Labor union temple	37
4.	Lodge-fraternal hall	37
O.	<u>Offices</u>	
1.	Accountants, bookkeepers office	X
2.	Bank, savings and loan, finance, loan, credit office	36
3.	Building trades contractors office	X
4.	Business or professional office	X
5.	Collection, counseling, personnel office	X
6.	Insurance office	X
7.	Interior decorator office	X
8.	Medical or dental office	X

9.	Public relations or advertising office	X
10.	Real estate office	X
P.	<u>Public Facilities</u>	
1.	Privately-owned uses within public and government-owned buildings, facilities and grounds	42
2.	Public and government-owned building and facility, federal and state	X
3.	Public and government-owned buildings and facilities other than federal and state	14
4.	Public and government uses, other than Federal and State, within privately-owned buildings, facilities and grounds	41
4.5.	Federal and State uses within privately-owned buildings, facilities and grounds	X
5.	Public utility and public service facility	39
R.	<u>Residential</u>	
2.	Home occupation	X
3.	Residence of a caretaker, proprietor or owner of a permitted use	37
S.	<u>Schools</u>	
1.	Business school	X
5.	Other private school	14
8.	Self-defense, judo, boxing, gymnastics, swimming or similar activities	37
9.	Trade school	14
U.	<u>Permits</u>	
1.	Certificate of nonconforming use	X
2.	Home occupation	X
3.	Special development permit	14
5.	Temporary uses	8

SPECIAL CONDITIONS. The following special conditions apply to the uses indicated by the corresponding number on the above listed uses from Table II of the Zoning Code.

8. Permitted pursuant to the provisions of Section 301-06.
14. Permitted subject to issuance of a conditional use permit by the appropriate authority.
36. These uses are permitted in the listed zones, if in compliance with design standards of Section 315-22(a) and (b), for drive-up windows and remote tellers. If not in compliance, then a conditional use permit from the appropriate authority is required for drive-up windows or remote tellers when proposed. If building size if 100 square feet, or less, then the Zoning Administrator shall be the appropriate authority.
37. Permitted subject to the issuance of a conditional use permit by the Zoning Administrator.
39. Permitted subject to the provisions of Section 301-10 through 301-13.
41. All government-and publicly-owned and/or operated uses within privately-owned buildings, facilities, and property will be regulated as provided for in this Code for the proposed use as if it were a private use.
42. All privately-owned and/or operated uses within government-owned buildings and grounds will be regulated as provided for elsewhere in this Code for that type of use. A use which is located within a government-owned and operated facility such as a state park or office building and is regulated by that agency will be a permitted use.
49. Permitted when located as one tenant in a building and not occupying more than 15% of the total floor area of the building. If the use occupies more than 15% of the total floor area of the building, or is a free-standing use, permitted subject to approval of a use permit by the appropriate authority.

II. From the Industrial Use Tables, Table IV:

PERMITTED USES WITHIN THE BUILDABLE AREA OF INDUSTRIAL LOTS. An X indicates that the described use is permitted. A number indicates that the described use is permitted in that zone upon compliance with and maintenance of the special condition referenced by the corresponding number which is described following the list of uses. The special condition requirements shall be in addition to all other requirements of the Zoning Code and any other Ordinance governing the described use.

D. Commercial Uses

- | | |
|--|---|
| 4. Coffee shop, snack bar, delicatessen, cafeteria when located as one tenant in a building and not occupying more than 15% of the total floor area. | X |
| 11. Mail order business | X |

E. Government Uses, Buildings, and Airports

- | | |
|--|----|
| 1. Federal and state buildings, facilities and grounds | X |
| 2. Other government and public buildings, facilities, and grounds | 12 |
| 3. Public and government uses within privately owned buildings, facilities and grounds | 16 |
| 4. Privately-owned uses within public and government-owned buildings, facilities and grounds | 17 |
| 6. Local agency buildings, grounds (defined, Government Code Section 53090) | 12 |
| 7. School district nonclassroom facilities | 12 |

I. Storage and Warehouse Uses

- | | |
|--------------------------------|---|
| 3. Wholesaling and warehousing | X |
| 7. Storage building-mini | X |
| 8. Moving and storage | 1 |
| 9. General storage | 1 |

J. Services

- | | |
|--|----|
| 7. Delivery service | X |
| 9. Laboratory, medical, dental or optical | X |
| 10. Laboratory, research, experimental | 12 |
| 11. Laboratory, materials testing | 12 |
| 12. Appliance, radio and television, repair shop | X |
| 14. Blueprinting - Photostating service | X |
| 20. Drafting service | X |
| 24. Child care center | X |
| 25. Security service | X |
| 26. Video tape - editing, processing | X |

K. Miscellaneous

- | | |
|--|----|
| 3. Cafe/Restaurant - free-standing or occupying more than 15% of a building (See Sec. 230-11 D.4.) | 12 |
|--|----|

4. Trade school	12
5. Veterinary hospital	X
6. Agricultural uses	X
7. Home occupations	X
9. Signs, as provided in Title III, Chapter 35, Article 1, General Provisions	X
11. Signs, on-site, as provided in Title III, Chapter 35, Articles 2.1 and 2.2	X
12. Special permits	12
13. Residence for night watchman or caretaker	14
17. Public utility & public service facility	15
18. Condominiums, industrial	X
19. Temporary concession stand	19
20. Labor union hall	14
22. Church	X

SPECIAL CONDITIONS. The following special conditions apply to the uses indicated by the corresponding number on the above listed uses from Table IV of the Zoning Code:

1. Permitted provided the entire operation, including the parking and storage of vehicles used in connection with the operation is conducted within a completely enclosed building or within a solid wood or masonry fenced area. Other types of fences, including chain-link with slats, may be permitted, subject to issuance of a conditional use permit by the Zoning Administrator.
12. Permitted, subject to issuance of a conditional use permit by the appropriate authority.
14. Permitted subject to the issuance of a conditional use permit by the Zoning Administrator.
15. Permitted subject to the provisions of Section 301-10 through 301-13.
16. All Government and publicly-owned and/or operated uses within privately-owned buildings, facilities, and property will be regulated as provided for in this Code for the proposed uses as if it were a private use.
17. All privately-owned and/or operated uses within Government-owned buildings and grounds will be regulated as provided for elsewhere in this Code for that type of use. A use which is located within a Government-owned and

operated facility such as a state park or office building and is regulated by that agency will be a permitted use.

19. Permitted subject to approval of the Zoning Administrator and the standards in Section 315-02.

* * *

ITEM 6.1.

ATTACHMENT 4

SACRAMENTO REGIONAL TRANSIT DISTRICT

1400 29th Street, Sacramento CA 95816

FAX COVER SHEET**DATE:** December 12, 1997**TO:** Ione DeMorales
Sacramento County Planning Dept.

Phone No. 440-6170

FAX No. 440-6400

FROM: Nancy Tronaas, Planner *NT*
RT Planning Department

Phone No. (916) 321-2871

FAX No. (916) 444-2156

NO. OF PAGES SENT (Including cover sheet): 3**MESSAGE:**

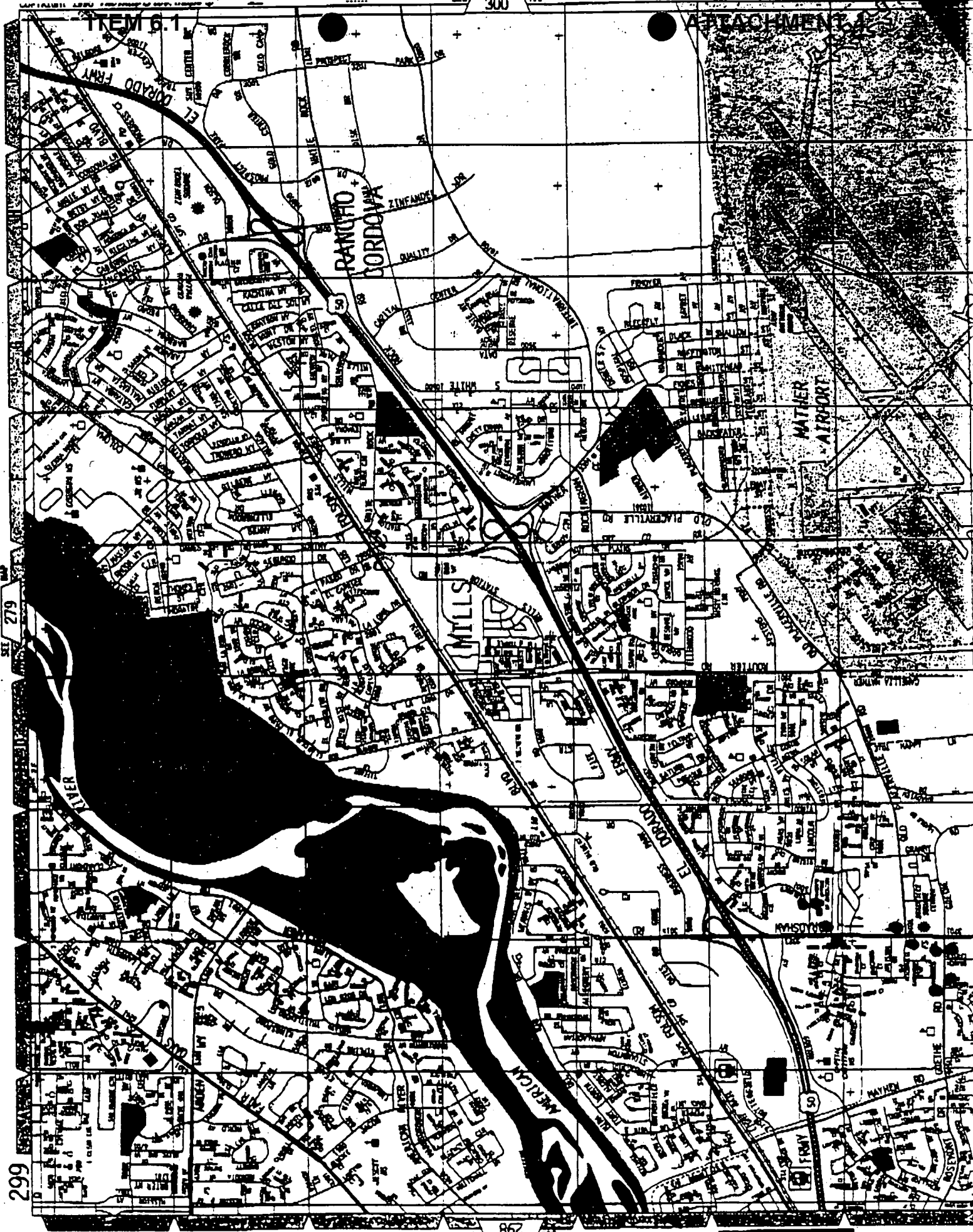
Bus stops are indicated with a "●" on the enclosed map; the following bus route serves this site:

1. Rio Linda parcel map (#97-065)

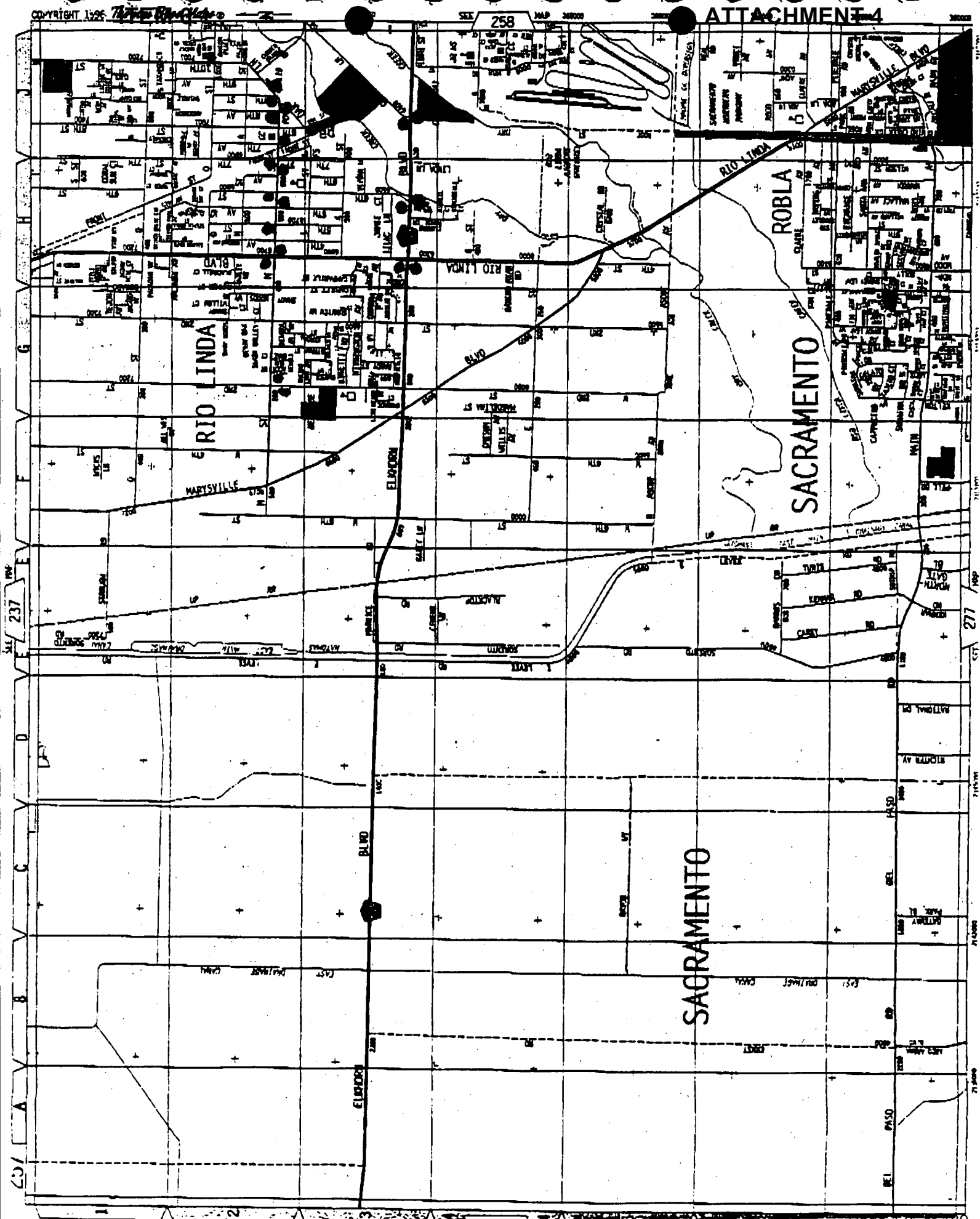
Route 19—hourly service, Mondays--Saturdays, operating between the Arden/Del Paso and Watt/I-80 light rail stations, serving the communities of Rio Linda, Elverta, and North Highlands.

2. Bradshaw Marketplace (97-0693) / 97-0706

Route 28—30 minute service during peak hours; hourly service midday and Saturdays; operating between the Butterfield light rail station and the Sunrise Mall, serving Rancho Cordova, Fair Oaks, and Citrus Heights.



ATTACHMENT 4



Control No. _____

ATTACHMENT 4
RECEIVED

DEC 11 1997

PLANNING DEPT.
County of Sacramento

STATEMENT OF APPLICANT RESPONSIBILITY

Dear Applicant:

Please read the following statement outlining your responsibilities in the application hearing process.

Amendment to California Law (AB 884), adopted in 1977 and effective January 1, 1978, require the County of Sacramento and all other jurisdictions in the state to take final action to approve or disapprove a request like yours within one year of the County's acceptance of your application as complete. In most cases, the County has approved requests like yours in significantly less time. However, the legislation now requires the County to "count down" the days so that requests are not inadvertently approved without approval by the Board of Supervisors or a designated body.

The law requires Sacramento County to inform you within 30 days after the application is submitted if your application is incomplete for our needs. If the application is complete and has all the information we need, the processing will be initiated immediately. If additional data is needed, a letter will be sent to your specifically stating the information needed. The staff will not certify the applications completed until all the requested items have been submitted to the County and the required fees have been paid.

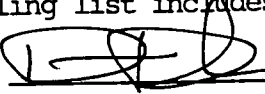
PLEASE BE ADVISED THAT THIS APPLICATION IS NOT APPROVED UNTIL THE ULTIMATE HEARING BODY HAS TAKEN ITS FINAL ACTION AND ALL APPEALS EXHAUSTED. ANY RECOMMENDATIONS OR COMMENTS BY STAFF OR ACTIONS BY INTERMEDIATE HEARING BODIES ARE ONLY ADVISORY AND SHOULD NOT BE RELIED ON FOR THE PURPOSES OF MAKING FINANCIAL COMMITMENTS.

Your application will be heard in a public hearing, and it is important that a reasonable effort be made to advise your neighbors or adjoining property owners (those within 500 feet of your property) of the time and date that your application will be heard. This provides an opportunity for those most affected by a proposed use to provide input to the hearing body. The County is required by law to notify all those property owners within 500 feet that are shown on the latest assessment roll. It is the responsibility of the applicant to contact the Assessor's Office and list the names and addresses on a form that is attached to the application. Following is a statement for the applicant to read and sign.

I understand that it is my responsibility to pay the filing fee in two installments (unless the full fee is due up front) with the second installment being based on the fee schedule in effect at the time the Environmental Document is released. Also, the application is not considered complete until the total Planning Department fees have been collected.

I understand that it is my responsibility to prepare a 500-foot radius map as described on the "Instruction to Applicant" sheet, to list all the parcel numbers within the 500-foot radius, and to record the name and address (including zip codes) of the property owners of all parcels. I certify that a) the property owner's list is complete and accurate as shown on the latest assessment roll in the County Assessor's Office, and b) I have read and understand the above information regarding application processing.

My mailing list includes a total of 2 pages and 33 property owners.

Signed Date 12/11/97

NOTE: The original of this form shall be attached to the signed application forms.

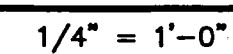
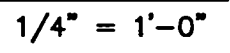
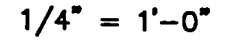
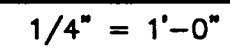
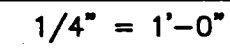
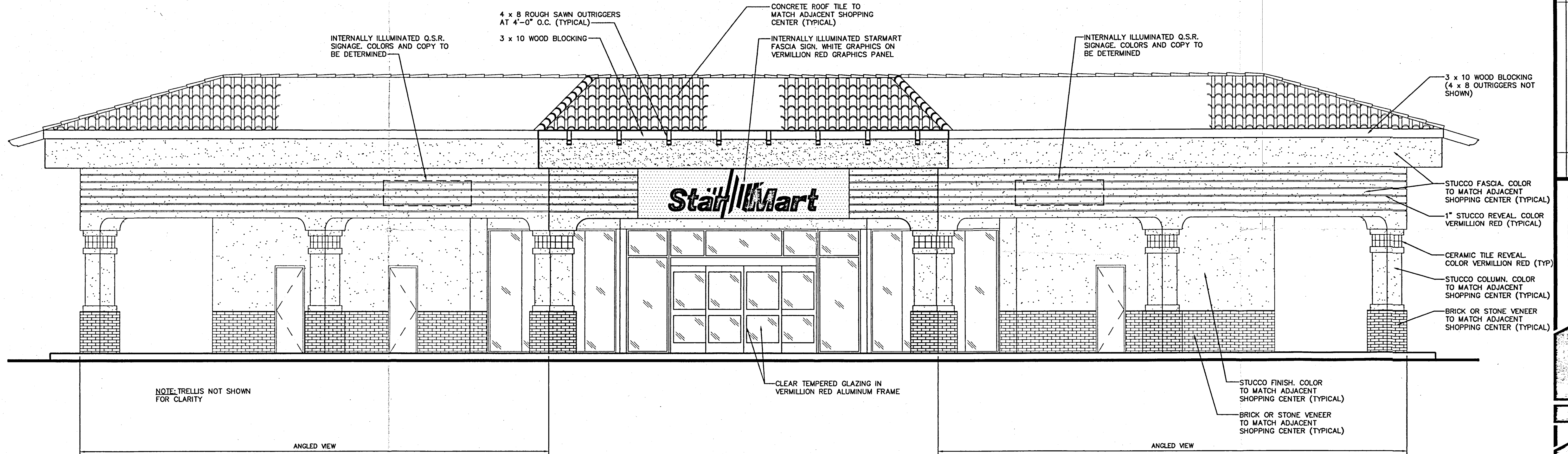


Exhibit
"V"

PROPOSED TEXACO FACILITY
26'-0" x 36'-0" CARWASH / STORAGE BUILDING
N.E. CORNER BRADSHAW ROAD & OLD PLACERVILLE ROAD
SACRAMENTO, CALIFORNIA

DATE:	11-18-97	PROJECT:	
CHECKED:	-		
DATE:	-		
REV. NO:	-		
DATE:	-		
JOB NO:	SP3689		

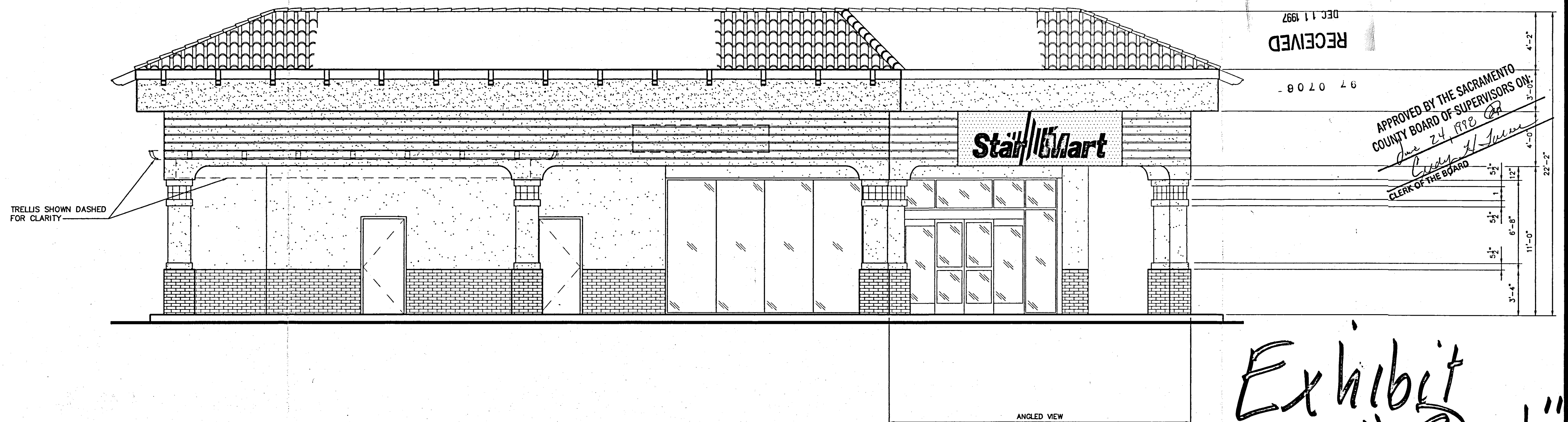
EET NO:	
A-4	
SHEET - OF -	
SCALE: 1/4"=1'-0"	



FRONT ELEVATION

SCALE:

1/4" = 1'-0"



LEFT SIDE ELEVATION

SCALE:

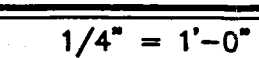
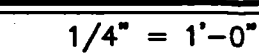
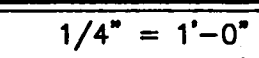
1/4" = 1'-0"

RECEIVED
DEC 11 1997
PLANNING DEPT.
County of Sacramento

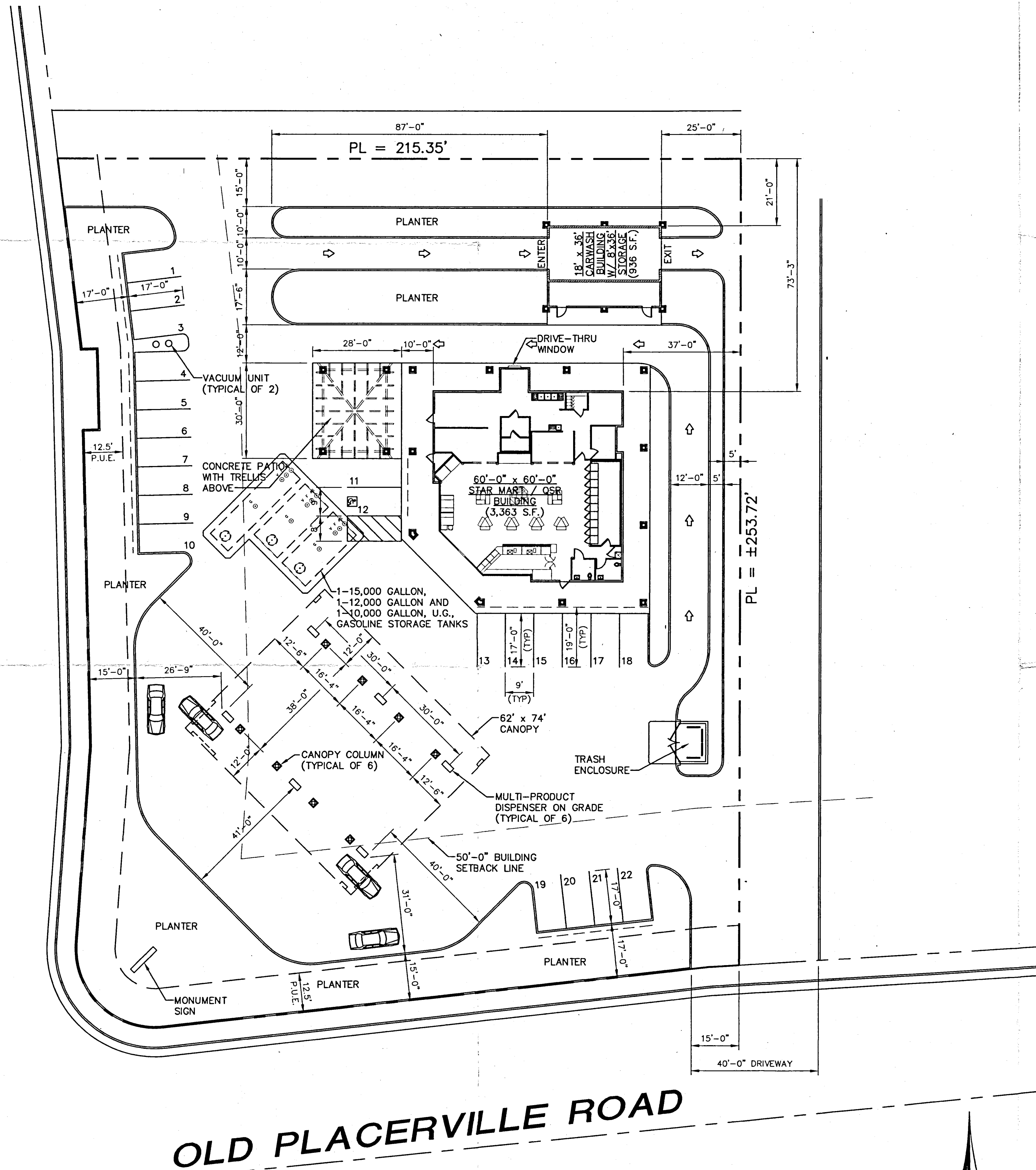
APPROVED BY THE SACRAMENTO
COUNTY BOARD OF SUPERVISORS ON:
JUNE 24, 1998
Clerk of the Board

EXTERIOR BUILDING ELEVATIONS
PROPOSED TEXACO FACILITY
60'-0" x 60'-0" RETAIL / Q.S.R. FACILITY
N.E. CORNER BRADSHAW ROAD & OLD PLACERVILLE ROAD
SACRAMENTO, CALIFORNIA

TITLE: EXTERIOR BUILDING ELEVATIONS
PROJECT: PROPOSED TEXACO FACILITY
D.D. 11-17-97
DRAWN: 11-17-97
CHECKED: 11-17-97
REV. NO. 1
DATE: 11-17-97
JOB NO. SP3889
SHEET NO: A-2
SHEET - OF -
SCALE: 1/4"=1'-0"



BRADSHAW ROAD



SCALE: 1" = 20'-0"



Exhibit
"P"

RECEIVED
DEC 11 1997
PLANNING DEPT.
County of Sacramento
APPROVED BY THE SACRAMENTO
COUNTY BOARD OF SUPERVISORS ON:
June 24 1998
Clerk of the Board

SITE DATA

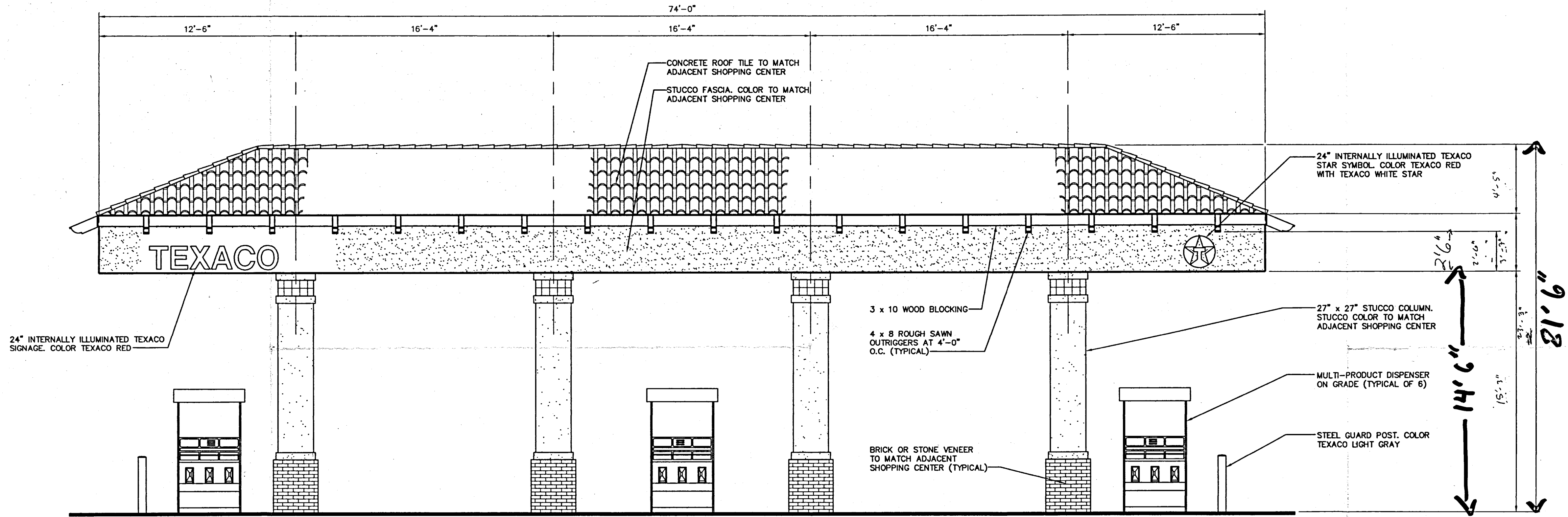
SITE AREA:	54,821.7 S.F.
BUILDING AREA:	
STAR MART:	3,363 S.F.
CARWASH:	936 S.F.
CANOPY:	4,588 S.F.
TOTAL:	7,783 S.F.
LANDSCAPE AREA:	
REQUIRED: (20% OF SITE AREA)	10,964.34 S.F.
PROVIDED:	12,644.70 S.F.
PARKING:	
REQUIRED: (4.5 SPACES/1,000 S.F.)	16 SPACES
PROVIDED:	22 SPACES

PRELIMINARY SITE PLAN

PROPOSED TEXACO FACILITY
60'-0" x 60'-0" RETAIL / QSR FACILITY
N.E.C. BRADSHAW ROAD @ OLD PLACERVILLE ROAD
SACRAMENTO, CALIFORNIA

D.D. 06-10-97
DATE: 06-10-97
CHECKED: DATE: REV. NO. DATE: JOB NO. SP3689
SHEET NO. P-1
SHEET - OF -
SCALE: 1" = 20'-0"

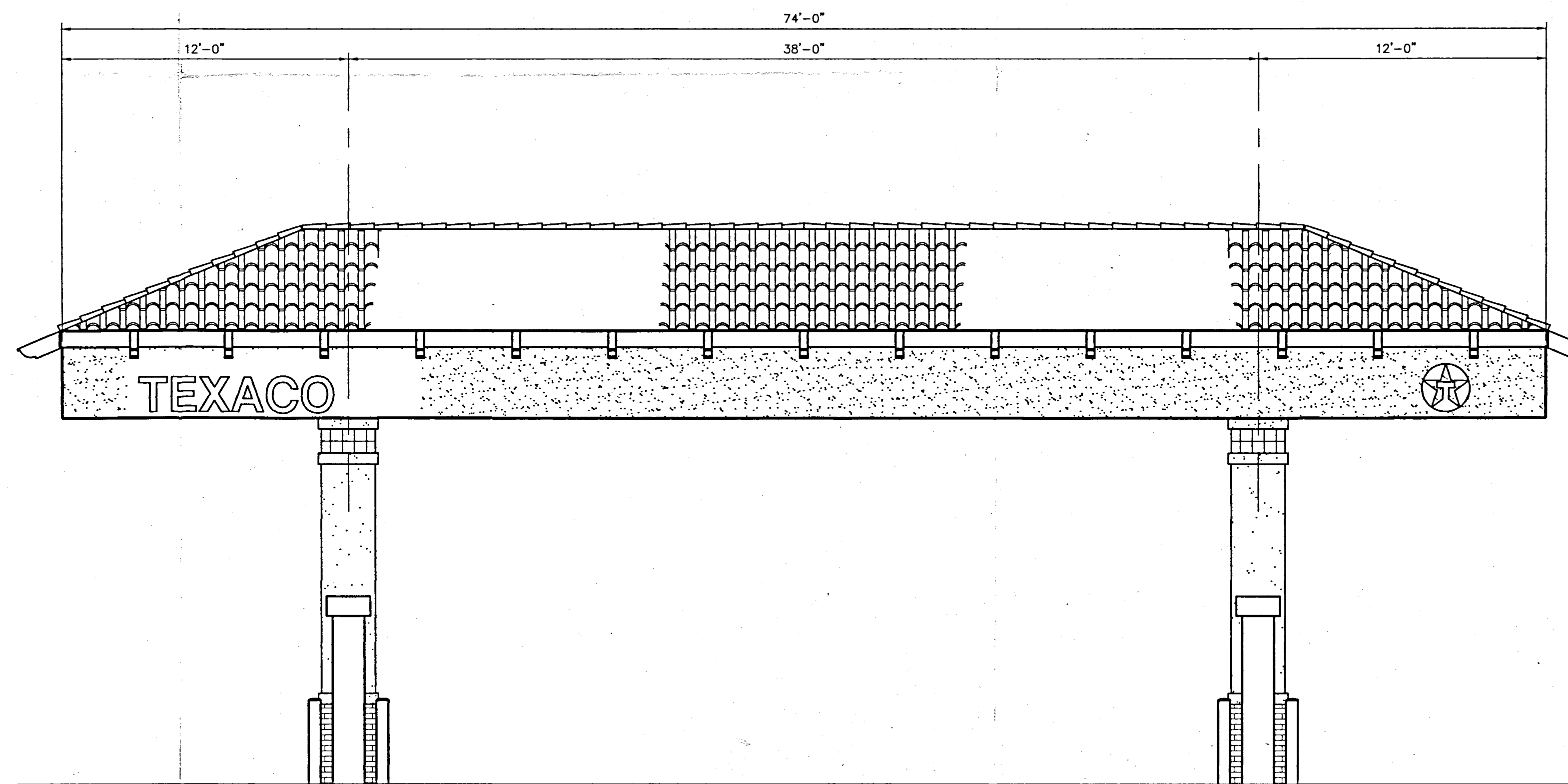
TAIT & ASSOCIATES, INC.
2880 Sunrise Boulevard
Suite 206
Rancho Cordova, California 95742
(916) 635-2444
(916) 635-2808 Fax
Orange, CA • Concord, CA • San Diego, CA • Phoenix, AZ



SIDE CANOPY ELEVATION

SCALE:

1/4" = 1'-0"



FRONT CANOPY ELEVATION

SCALE:

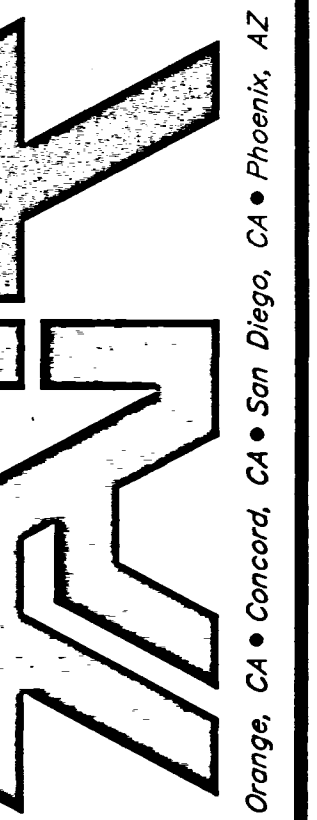
1/4" = 1'-0"

9010 18
PLANNING DEPT.
County of Sacramento
DEC 11 1997
RECEIVED
STAFF
ALTERNATIVE
Exhibit
"T"

APPROVED BY THE SACRAMENTO
COUNTY BOARD OF SUPERVISORS
DEC 24, 1997
Clerk of the Board

PROJECT PLANNING COMMISSION
Approved _____ Secretary

TAIT & ASSOCIATES, INC.
2880 Sunrise Boulevard
Suite 205
Rancho Cordova, California 95742
(916) 635-2444
(916) 635-2806 Fax

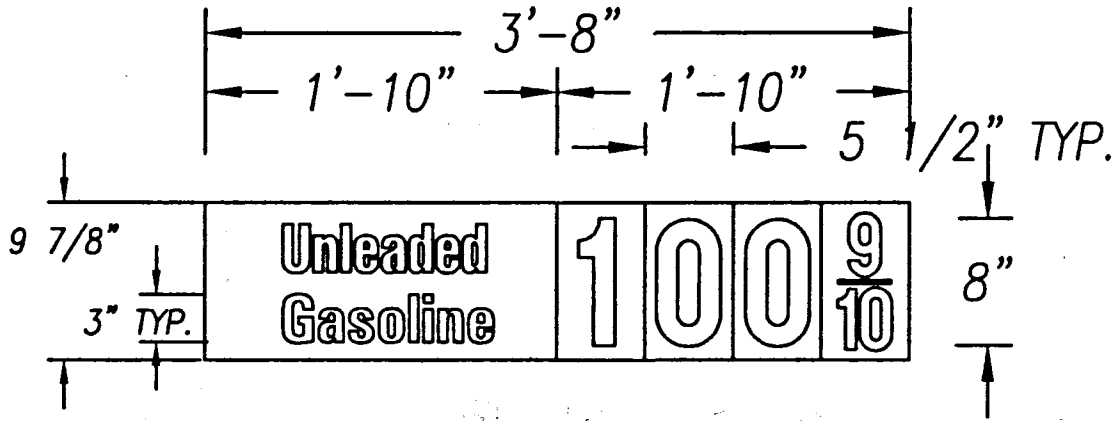


TITLE: 62'-0" x 74'-0" CANOPY ELEVATIONS
PROJECT: PROPOSED TEXACO FACILITY
N.E. CORNER BRADSHAW ROAD & OLD PLACERVILLE ROAD
SACRAMENTO, CALIFORNIA

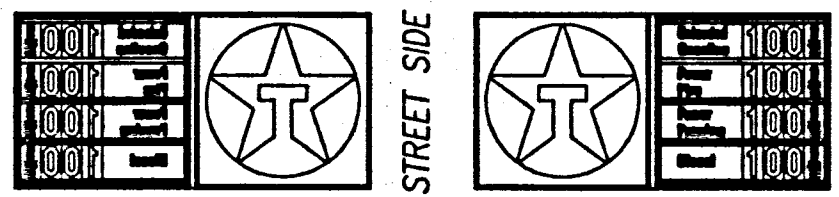
D.D. 11-13-97
DATE: 11-13-97
CHECKED: DATE: REV. NO: DATE: JOB NO: SP3685

SHEET NO: A-5
SHEET - OF -
SCALE: 1/4"=1'-0"

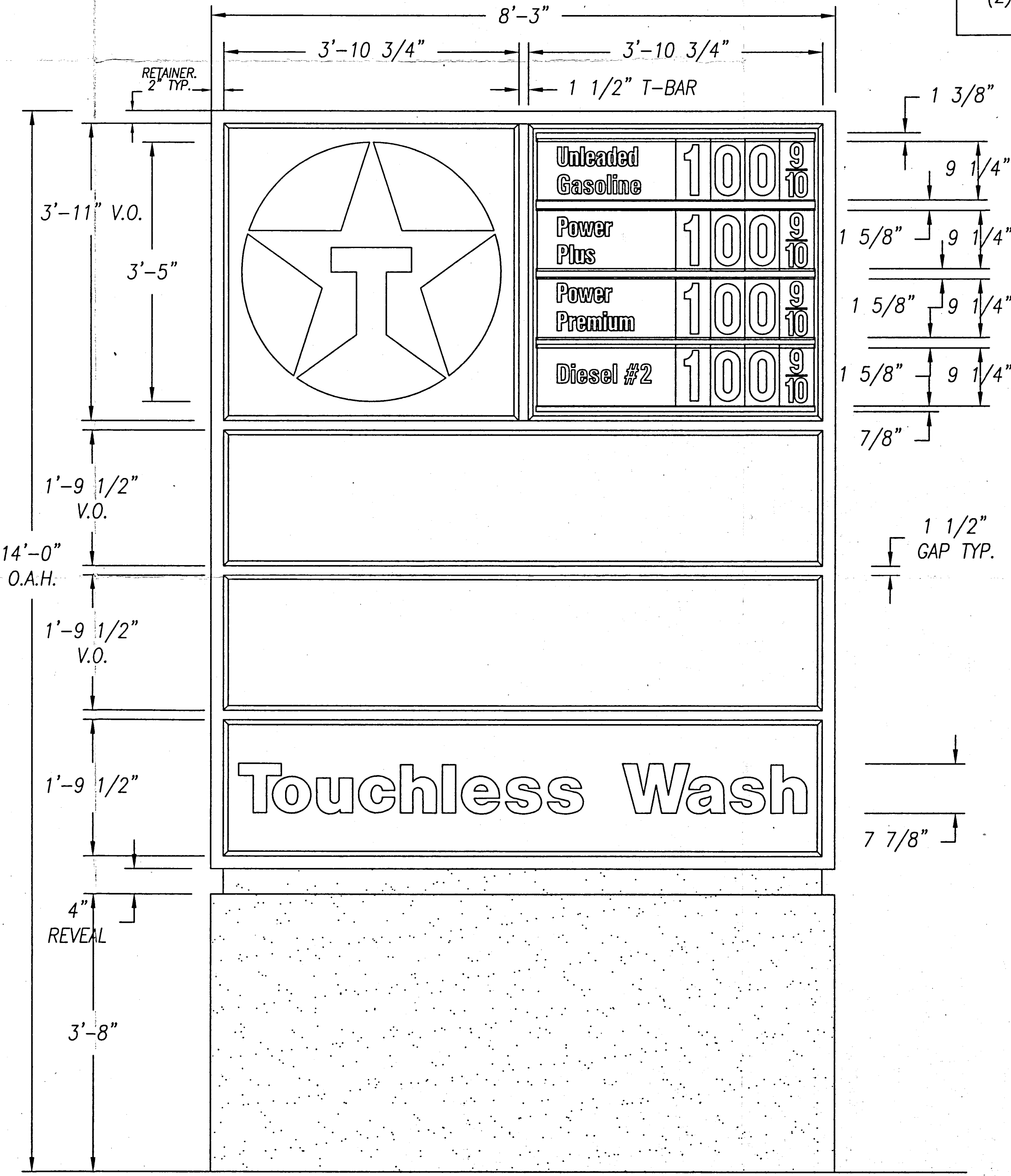
ALL COPY ON NUMERAL PANELS TO BE CLEAR
W/ BLACK 8" CHANGEABLE COPY (REVERSED).



WORD & NUMERAL PANELS
SCALE: 1/2"=1'-0"



LOGO ON STREET SIDE



MONUMENT ELEVATION
SCALE: 1/2"=1'-0"

1. FABRICATE AND INSTALL (1) D/F INT. ILLUM. MONUMENT SIGN.
2. FABRICATE (1) SET OF 8" NUMERALS, EACH SET TO CONSIST OF:
(8) #1 W/ DECIMAL POINT, (12) #1, (12) #2, (12) #3, (12) #4, (12) #5, (12) #6 /#9, (12) #7, (12) #8, (12) #0, (8) 9/10, (8) BLANK PANELS. TOTAL=136 PIECES.
3. FABRICATE (1) SET OF WORD PANELS, EACH TO CONSIST OF:
(2) POWER PLUS, (2) POWER PREMIUM, (2) DIESEL #2, (2) UNLEADED GASOLINE. TOTAL=8 PIECES.

Note: Sign to be modified to be no more than 36 sq ft (excluding price signs)

SIGN TYPE	SIGN AREA S.F.	ILLUMINATION	EXEMPT	QTY.	
CONVENIENCE STORE					
STARMART	68.0	YES	NO		68.0
QSR	20.0	YES	NO		40.0
CANOPY					
TEXACO	22.5	YES	NO		67.5
STAR LOGO	3.1	YES	NO	3	9.3
CARWASH					
GRAPHICS	60.0	YES	NO	1	60.0
MAIN IDENTIFICATION SIGN					
STAR LOGO	15.3	YES	NO	1	15.3
FEATURE	14.2	YES	NO	3	42.6
PANELS	15.3	YES	YES	1	[15.3]
TOTAL PROJECT SIGN AREA					318.0
TOTAL NON-EXEMPT SIGN AREA					302.7

DRAWING NO. _____

JOB NO. _____

DATE _____

SCALE _____

NOTED _____

DATE 2/12/98

CUSTOMER APPROVAL _____

CUSTOMER TEXACO

DISPLAY ADDRESS BRADSHAW & OLD PLACERVILLE

CITY CITY

STATE CA

SALESMAN APPROVAL _____

DATE _____

PRODUCTION APPROVAL _____

DATE _____

FOR PRESENTATION [X] []

FOR PRODUCTION [] []

REV. 1 _____

REV. 2 _____

REV. 3 _____

REV. 4 _____

SALES: MR _____

DRAWN BY: W.B. _____

CPU NO. _____

TEX98019

Note: This is an original unpublished drawing, created by Ad-Art. It is submitted for your project in connection with a project being planned for you by Ad-Art. It is not to be shown to anyone outside your organization, nor is it to be reproduced, photocopied, copied, exhibited or used in any fashion without the express written approval of Ad-Art.

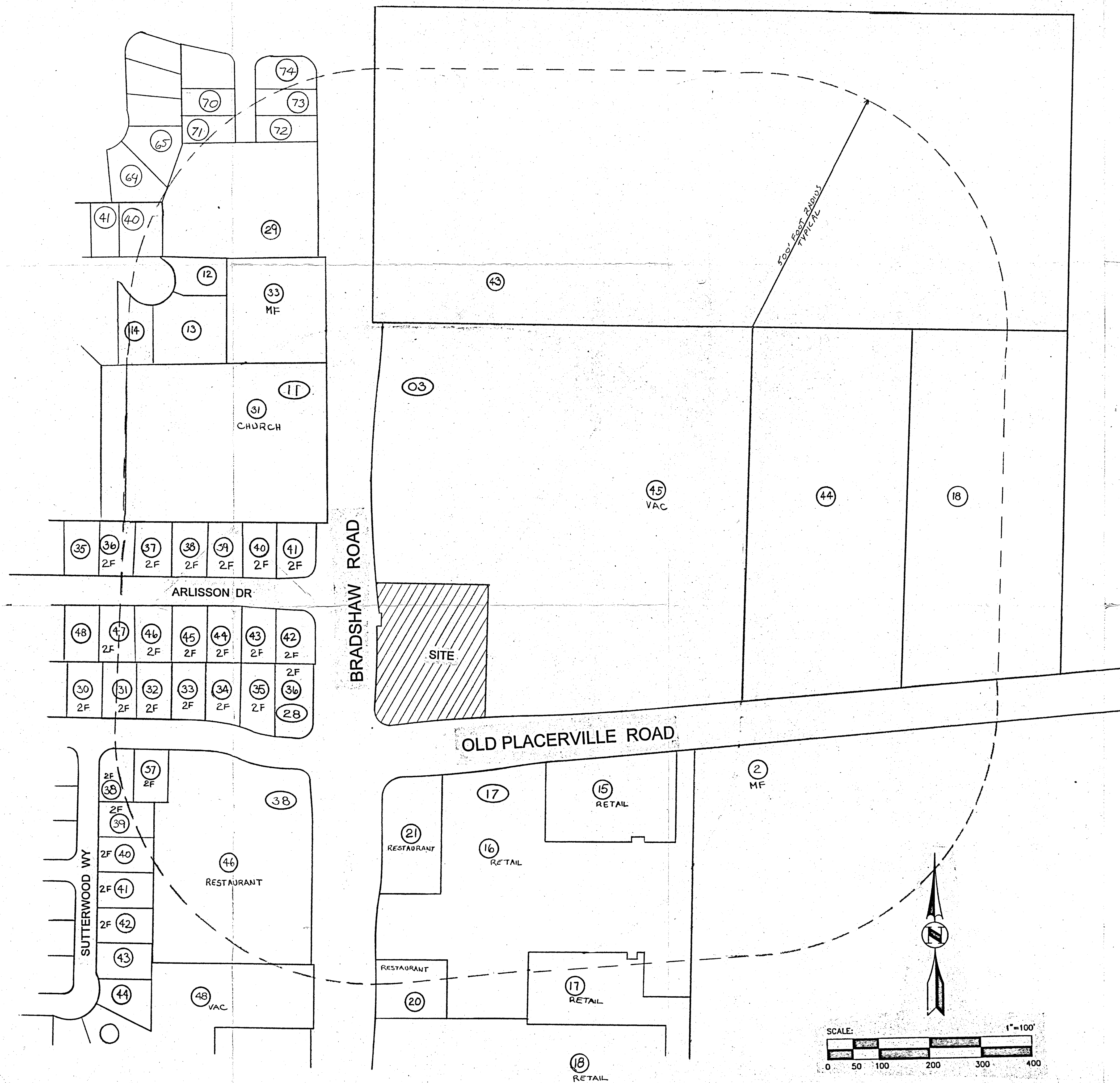
© AD-ART ELECTRONIC SIGN CORPORATION, 1997

BBORDER7

Exhibit "U"

97_0706

RECEIVED
MAR 3 1 1998
PLANNING DEPT.
County of Sacramento



REVISED

87 0708

RECEIVED

MAR 31 1998
PLANNING DEPT.
County of Sacramento

500' FOOT RADIUS MAP

SCALE: 1" = 100'	APPROVED BY:	DRAWN BY: A.S.
DATE: 12/5/97	REVISED:	
N.E. CORNER OF BRADSHAW & OLD SACRAMENTO		PLACERVILLE
PORTION OF APN 068-0030-045		DRAWING NUMBER R-1

MEMORANDUM

ITEM 6.2.



DATE: August 13, 2025

TO: Planning Commission Members

FROM: Nick Sosa, Senior Planner

SUBJECT: ROYAL WAVE CAR WASH – APPEAL OF DIRECTOR DETERMINATION (CEQA EXEMPT PURSUANT TO SECTION 15061(b)(3)) – PROJECT NO. APPL-0725-0001 – LOCATED AT 3591 & 3501 BRADSHAW ROAD

PROPERTY OWNER: Bisla Development & Petroleum, LLC Sue Mann 3591 Bradshaw Road Sacramento, CA 95827	APPLICANT/DEVELOPER: Bisla Development & Petroleum, LLC Sue Mann 3591 Bradshaw Road Sacramento, CA 95827
PROJECT: Appeal of Director Determination – Royal Wave Car Wash FILE: APPL-0725-0001 LOCATION: 3591 & 3501 Bradshaw Road APN: 068-0030-048-0000, 068-0030-059-0000 PLANNER: Nick Sosa, Senior Planner	

RECOMMENDATION

Staff recommends that the Planning Commission:

- Deny the appeal and uphold the Director Determination on the applicability of Section 23.170.040 of the Rancho Cordova Municipal Code on the proposed Royal Wave Car Wash project.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would determine the project is exempt from further CEQA analysis, deny the appeal, and uphold the Director Determination that Section 23.170.040 of the Rancho Cordova Municipal Code does not allow a permitted nonconforming use to be “relocated” from one parcel to another. The proposed Royal Wave Car Wash application would therefore not proceed through the entitlement review process.

BACKGROUND

The Planning Division received an application for a Nonconforming Use Permit and Minor Design Review from Bisla Development & Petroleum, LLC, for the property located at 3591 & 3501 Bradshaw Road. The applicant currently operates a service station with an accessory

carwash at the property located at 3591 Bradshaw Road under a Conditional Use Permit (CUP) that was issued by the County of Sacramento in 1998, before the City of Rancho Cordova incorporated. The parcel is zoned Village Center Mixed-Use (VCMU), which prohibits service stations and car washes. However, under the current CUP the service station and accessory carwash is considered a permitted nonconforming use on the parcel.

The applicant proposes the expansion of the existing accessory car wash as a larger, standalone structure to be developed on the parcel adjacent to the service station at 3501 Bradshaw Road, as shown in **Figure 1**. This parcel is also zoned Village Center Mixed-Use (VCMU), therefore, a carwash is not a permitted use, whether by right or conditionally per Chapter 23.313.030 of the Rancho Cordova Municipal Code (RCMC). According to the applicant, the project proposes moving the current carwash use from 3591 Bradshaw Road to the new project location at 3501 Bradshaw Road by using Section 23.170.040 of the RCMC, which permits nonconforming uses to be modified or expanded. Alternatively, the applicant also proposes merging the two adjacent parcels, 3591 Bradshaw Road and 3501 Bradshaw Road, into one parcel to accommodate the proposed carwash.

Figure 1: Existing Service Station & Proposed New Car Wash Location



The Conditional Use Permit issued by the County of Sacramento permits the existing service station with an accessory car wash on 3591 Bradshaw Road (068-0030-048-0000) as shown in Attachment 3. Per current laws, a conditional use permit runs with the land and cannot be moved from parcel to parcel by a property owner.

ANALYSIS

On July 3, 2025, the Community Development Director issued a director determination to the applicant on the applicability of Section 23.170.040 of the Rancho Cordova Municipal Code. Section 23.170 establishes regulations for nonconforming land uses and structures that were lawfully established and permitted before the adoption of the Zoning Code, but would be prohibited, regulated, or restricted differently under the current terms of the code and any future amendments. In response, the applicant filed an appeal of the director determination on July 9, 2025.

The director determination states that Section 23.170.040 of the Rancho Cordova Municipal Code does not allow a permitted nonconforming use to be “relocated” from one parcel to another. Section 23.170.040 addresses modification of nonconforming uses on the parcels upon which they are currently permitted. This Section does not permit a project applicant to relocate a nonconforming use from one parcel to an entirely new parcel. A nonconforming use or structure may be relocated on the subject property, just as it may be added to or even enlarged, but only within the confines of that subject property. In this case, the subject property is 3591 Bradshaw Road, which is where the existing service station with an accessory car wash is conditionally permitted as a nonconforming use. Section 23.170.040 thus contemplates relocation of the car wash within 3591 Bradshaw Road, but it does not allow any such “relocation” off the subject property and onto 3501 Bradshaw Road (APN 068-0030-059-0000), which is a different parcel where the current zoning does not allow the proposed standalone car wash use.

Additionally, the applicant also proposes merging parcel 068-0030-048-0000 (3591 Bradshaw Road) and 068-0030-059-0000 (3501 Bradshaw Road) into one parcel to utilize the existing CUP for the proposed car wash. This proposal would exceed the entitlement for the existing car wash as an accessory use under the approved 1998 CUP, which was approved specifically for the existing service station parcel and references a parcel size of “1.26+/- acres”, which is consistent with the parcel on which the service station use currently exists, but not with a larger merged parcel of more than 3 acres. Merging the two parcels and moving the car wash to 3501 Bradshaw Road would expand the overall size of the nonconforming use and violate the condition in the CUP that the service station with its accessory car wash be developed on 1.26 acres. Additionally, the existing CUP also approved the existing car wash use as an accessory use to the service station subject to the site plan approved under the CUP as shown in **Figure 2**. The relocation of the car wash use on the adjacent parcel would result in a standalone car wash use as shown in **Figure 3**. As proposed, the project would violate several conditions of the existing CUP.

Figure 2: Approved Site Plan in CUP

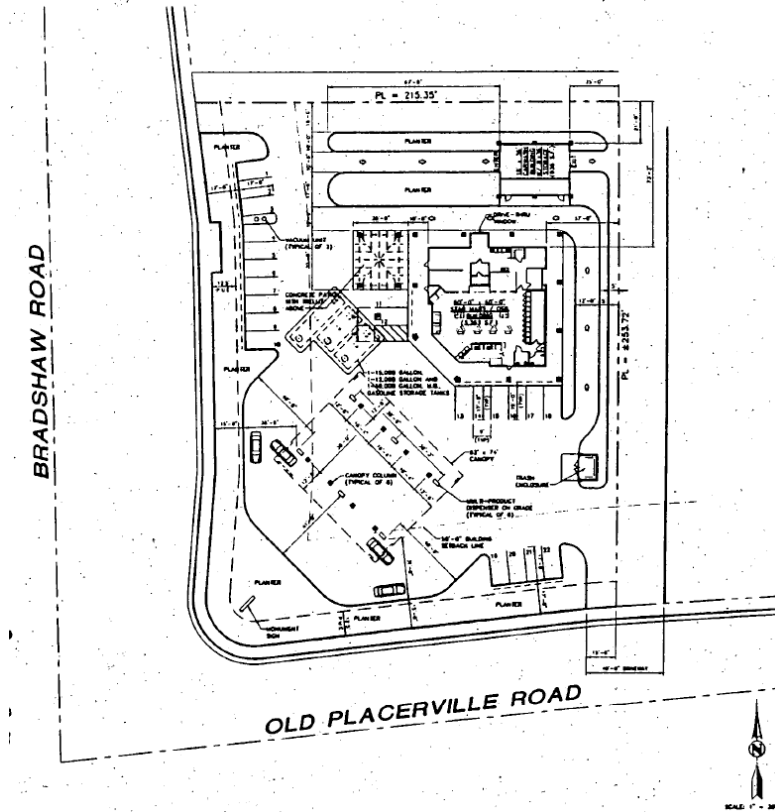
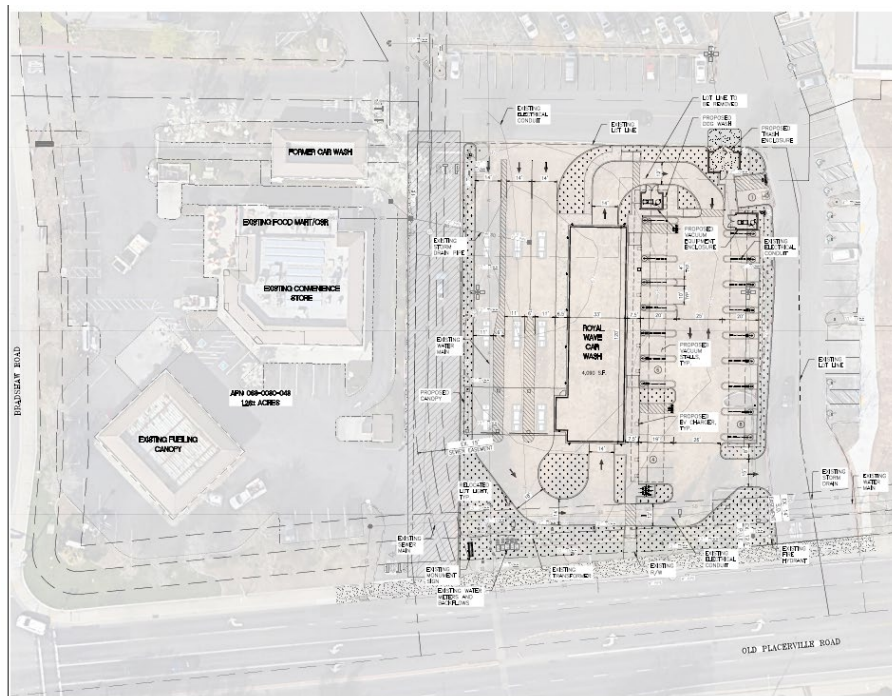


Figure 3: Proposed Royal Wave Car Wash



Therefore, as currently conceived, the proposed car wash project cannot be approved as an expansion or relocation of an existing nonconforming use under the 1998 CUP, because the project proposes to remove the car wash use from one parcel to another. Additionally, the project would not be considered a permitted non-conforming use by merging the parcels, since the proposed Royal Wave Car Wash project would exceed the scope of the existing CUP.

FISCAL IMPACT

No fiscal impact.

ENVIRONMENTAL

The appeal is exempt under Section 15061(b)(3) of the California Environmental Quality Act (CEQA). The appeal is an activity covered by the exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment.

RECOMMENDED MOTIONS

Staff recommends that the Planning Commission:

- Determine the project Exempt per Section 15061(b)(3) of the California Environmental Quality Act (CEQA); and
- Adopt the resolution that denies the appeal and upholds the Director Determination on the applicability of Section 23.170.040 of the Rancho Cordova Municipal on the proposed Royal Wave Car Wash project.

ATTACHMENT(S)

1. Resolution
2. Exhibit A to the Resolution – Director Determination
3. Applicant Request for Appeal
4. 1998 Conditional Use Permit for Service Station at 3591 Bradshaw Rd