

**COUNTY OF EL DORADO DEVELOPMENT SERVICES  
PLANNING COMMISSION  
STAFF REPORT**



**Agenda of:** March 28, 2013  
**Item No.:** 11  
**Staff:** Aaron Mount

**REZONE/SPECIAL USE PERMIT**

**FILE NUMBER:** Z12-0004/S11-0007/Rescue Community Center

**APPLICANT:** Rescue Community Center

**AGENT:** Tim Closner

**REQUEST:** The proposed project consists of the following requests:

1. Rezone from Estate Residential Five-Acre (RE-5) to Recreational Facilities (RF); and
2. Special Use Permit to allow the expansion of a non-conforming use to include a remote control scale car race track as part of an existing community center.

**LOCATION:** The project is located on the south side of Green Valley Road, approximately 300 yards west of the intersection with Deer Valley Road, in the Rescue area, Supervisorial District 4 (Exhibit A).

**APN:** 069-160-16 (Exhibit B)

**ACREAGE:** 4.012 acres

**GENERAL PLAN:** Medium Density Residential (MDR) (Exhibit C)

**ZONING:** Estate Residential Five-Acre (RE-5) (Exhibit D)

**ENVIRONMENTAL DOCUMENT:** Mitigated Negative Declaration

**RECOMMENDATION:** Staff recommends that the Planning Commission forward a recommendation to the Board of Supervisors to take the following actions:

1. Adopt the Mitigated Negative Declaration based on the Initial Study prepared by staff;
2. Adopt the Mitigation Monitoring Program in accordance with CEQA Guidelines, Section 15074(d), as incorporated in the Conditions of Approval and Mitigation Measures in Attachment 1;
3. Approve Rezone Z12-0004 based on the Findings in Attachment 2; and
4. Conditionally Approve Special Use Permit S11-0007 subject to the Conditions of Approval in Attachment 1, based on the Findings in Attachment 2.

## **STAFF ANALYSIS**

**Project Description:** The project is a request for a zone change from Estate Residential Five-Acre (RE-5) to Recreational Facilities (RF) and a special use permit for an expansion of a non-conforming use to include a remote control scale race car track as part of an existing community center. No new development outside of previously developed areas of the project parcel is being requested.

The rezone would change the parcel to a zone district that is more consistent with the existing and proposed uses at the site. The project parcel has been used as a community recreational facility since 1951 and no conversion to a residential use is anticipated as the structures were purposely built for the intended recreational uses.

The special use permit is required as the use of the remote control car race track is an expansion of uses beyond what has historically been allowed at the site. The RF zone district requires a special use permit for those uses that have the potential to create nuisance beyond the confines of the property and are designed for the use of more than fifty people at any one time. The special use permit request will memorialize those uses that have been determined to be legal non-conforming uses. This is reflected in the conditions of approval.

**Site Description:** The developed parcel is at an elevation of approximately 1,200 feet above sea level in the Rescue area. Improvements include a 2,590 square foot event building with a large attached covered patio and associated parking and landscaping and an existing equestrian arena that has been converted to a remote control scale car race track with viewing and drivers stands. Access to the site is directly from Green Valley Road which is a County maintained road.

**Background:** The project parcel has been used as a community social and recreational facility since 1951. Approximately 17 years ago the existing horse arena was converted to a track for remote control scale cars. Racing events took place many weekends during the racing season and the track was used for practice on weekdays for most of the year. The track started out with most people using electric remote control cars but at some point gas fueled cars became popular and the County started to receive noise complaints from the neighbor's related to the greater noise produced by gas powered remote control cars.

On May, 28, 2010 a Notice to Correct (Case 197329) for operating a radio controlled car track and camping associated with the remote control car races in the Estate Residential Five -Acre Zone District without required permits, in violation of the Zoning Ordinance, was issued by the Code Enforcement Unit in response to a complaint filed by a member of the public. The applicants were informed they were to cease illegal use of the property immediately and to obtain the required special use permit before continuing the use. The applicants have agreed to cease the uses and have not requested camping as a use as part of this permit.

**Adjacent Land Uses:**

	<b>Zoning</b>	<b>General Plan</b>	<b>Land Use/Improvements</b>
<b>Site</b>	RE-5	MDR	Residential/Community Center and RC Race Track
<b>North</b>	RE-10	MDR/C	Residential/Single Family Residential
<b>South</b>	RE-5	LDR	Residential/Single Family Residential
<b>East</b>	RE-5	MDR	Residential/Church
<b>West</b>	RE-5	MDR	Residential/Single Family Residential

**Project Issues:** Discussion items for this project include: Land use compatibility, noise, and zoning.

**Land Use Compatibility:** The Rescue Community Center has been an integral part of the Rescue community since 1951. It has hosted many important local events and is a gathering place for groups and clubs. The non-conforming use of the community center was verified by the Department of Planning in 1976 (Exhibit J). Many letters of support for the community center were submitted with the application and they show the support that the community has for uses that take place at the project site mainly within the community center building. The remote control race track was an expansion of the non-conforming use and requires a special use permit in order to become a legal use. After the special use permit was submitted in 2011 it was determined by Planning Staff that a more appropriate Zone for the proposed uses would be the Recreational Facilities Zone because the uses had expanded beyond the community center, had the potential to create nuisance beyond the confines of the property, are designed for the use of more than fifty people at any one time and were not consistent with the uses allowed by special use permit within the RE-5 zone district. While the project and surrounding parcels are within the Rescue Rural Center the area is largely rural in nature and contains almost no commercial uses.

With inclusion of the noise mitigation discussed below staff believes that the zone change and special use permit are compatible with the rural residential uses adjacent to the project parcel and that the existing conflicts with the illegal uses will be minimized. Policy 2.2.5.21 directs that development projects shall be located and designed in a manner that avoids incompatibility with adjoining land uses that are permitted by the policies in effect at the time the project is proposed.

Planning is recommending that the remote control race track use be allowed but with the exclusion of gas powered remote control cars to reduce or eliminate existing incompatibilities.

**Noise:** An acoustical study was requested by the County because the complaints associated with the use of the remote control car race track were noise related. The acoustical study (Exhibit L Attachment 4) concluded that unmitigated noise exposure from project remote control race car noise could exceed El Dorado County's daytime noise exposure limits for both gas and electric-powered cars. This would be inconsistent with Policy 6.5.1.7 which states that noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table 6.2 for noise-sensitive uses. The study recommended mitigation measures that are more fully discussed in the initial study and are included as conditions of approval. The mitigation measures included as conditions of approval include hours of operation for races from 9 am to 7 pm a, setup and operation of the proposed P/A system such that it does not result in exceedance of the County noise standards, and the exclusion of the use of gas powered remote control cars at the project site.

The acoustical study recommends that the applicant petition the County for a variance from the noise element standards to allow gas powered races at this location. There is no mechanism to apply for a variance from a general plan policy. A variance is used to provide partial relief from development standards within the zoning ordinance when reasonable use of the land is limited. The only way to change a general plan policy is to amend the policy text itself.

Potential noises associated with the existing legal non-conforming uses at the site were not analyzed.

**Zoning:** The zoning of the site would be changed to Recreational Facilities (RF) zone district which is more consistent with the existing and proposed uses at the site. The RF zone district provides for the orderly development and maintenance of lands and areas suitable and desirable for recreational pursuits and to protect them from the encroachment of unrelated uses having an adverse effect to this resource and is consistent with the Medium Density Residential land use designation based on Table 2-4 of the General Plan. The project parcel has been used as a community recreational facility since 1951 and no conversion to a residential use is anticipated as the structures were purposely built for the intended recreational uses. While this is private recreational facility it is open to the public and the remote control race track brings users from the greater Sacramento area. The zone change can be found to be a benefit to the Rescue community and the County.

The proposed rezone is consistent with General Plan Policy 2.2.5.3. The site is within the Rescue Rural Center where public infrastructure and services needed to serve the proposed development currently exists. The development would match the existing development pattern in the area. Development of the site would be subject to county construction and building standards and would impact existing resources on-site subject that would be mitigated less than significant.

The uses allowed by the RF zone district are broken down into three categories; by right, uses requiring a site plan approval, and uses requiring a special use permit. The uses by right and by site plan review are either uses existing at the site, consistent with the existing uses, or not

obtainable based on the size of the parcel (such as golf course). The requested special use permit will govern the uses allowed on the project parcel but if the uses discontinue and the special use permit is found to be null and void, the uses allowed by the requested zone change would not be substantially inconsistent with the non-conforming uses already at the site.

**Agency Comments:** The Rescue Fire protection District had minor comments that are reflected in the Conditions of Approval. The requirement for the kitchen range and hood system was an outstanding issue with the community center.

## **ENVIRONMENTAL REVIEW**

Staff has prepared an Initial Study (Exhibit L) to determine if the project has a significant effect on the environment. Potentially significant effects of the project on the environment have been mitigated by recommended conditions that avoid or lessen the impacts to a point of insignificance; therefore a Mitigated Negative Declaration has been prepared and a Notice of Determination (NOD) will be filed. A \$50.00 filing fee for the NOD is required and the NOD must be filed within five working days from the project approval.

The filing of the NOD begins the statute of limitations time period for when litigation may be filed against the County's action on the project. If the NOD is filed the statute of limitations ends 30 days from its filing. If no NOD is filed, it ends 180 days from the date of final action by the County.

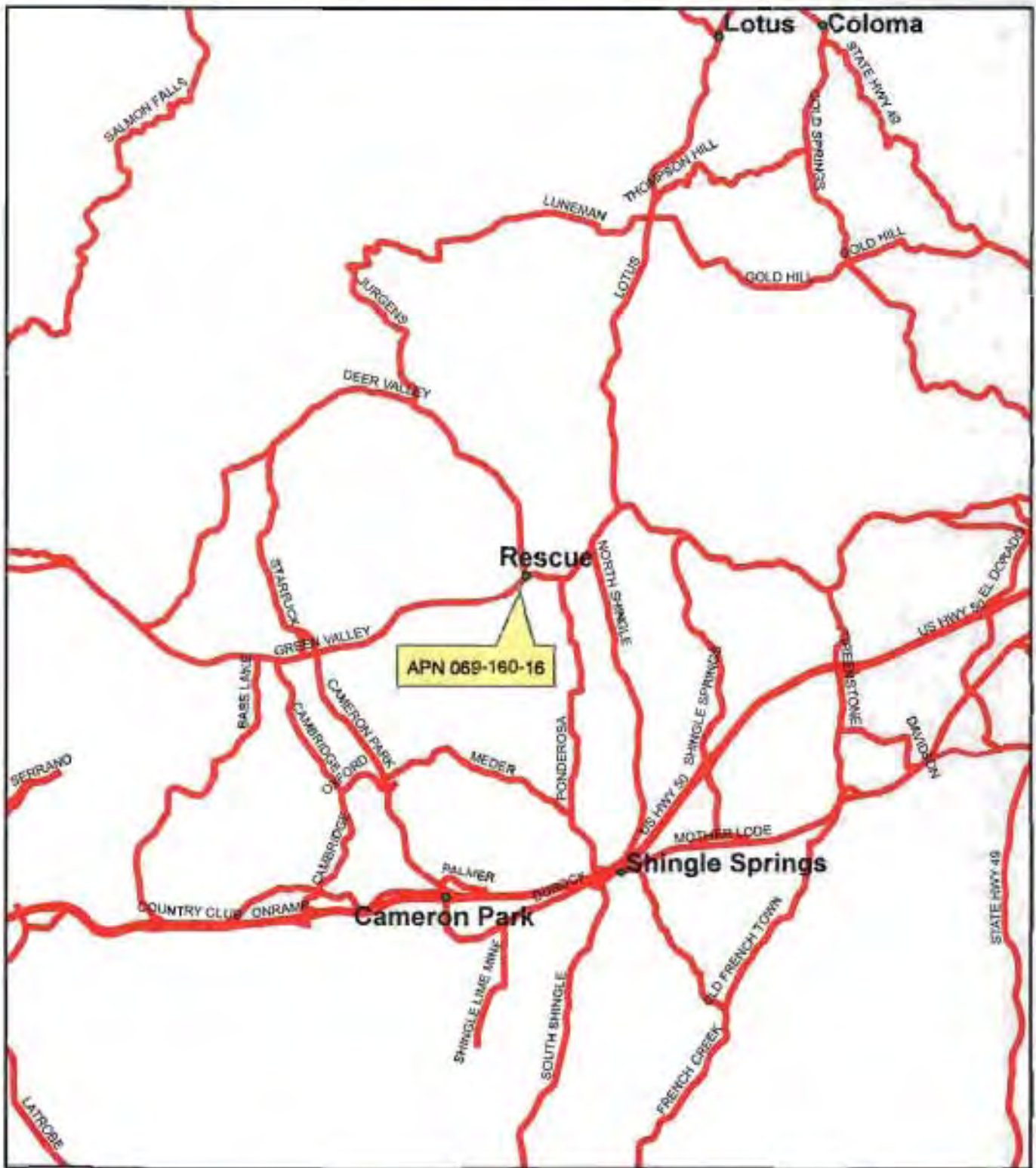
In accordance with California Fish and Game Code Section 711.4, the project is subject to a fee of \$2,156.25 after approval, but prior to the County filing the Notice of Determination on the project. This fee plus the \$50.00 filing fee, is to be submitted to Planning Services and must be made payable to El Dorado County. The \$2,156.25 is forwarded to the State Department of Fish and Wildlife and is used to help defray the cost of managing and protecting the State's fish and wildlife resources.

## SUPPORT INFORMATION

### Attachments to Staff Report:

Attachment 1 .....	Conditions of Approval
Attachment 2 .....	Findings
Exhibit A .....	Location Map
Exhibit B .....	Assessor's Parcel Map
Exhibit C .....	General Plan Map
Exhibit D .....	Zone District Map
Exhibit E .....	Site Plan
Exhibit F.....	Site Airphoto
Exhibit G.....	Photo of Community Center
Exhibit H.....	Street View of Community Center
Exhibit I .....	Applicant-submitted Project Description
Exhibit J .....	El Dorado County Department of Planning Letter; 09-02-76
Exhibit K.....	Chapter 17.48- <i>Recreational Facilities (RF) Zone</i> from the El Dorado County Zoning Ordinance
Exhibit L .....	Public Comment Letters
Exhibit M .....	Proposed Mitigated Negative Declaration and Initial Study

# Exhibit A: Location Map

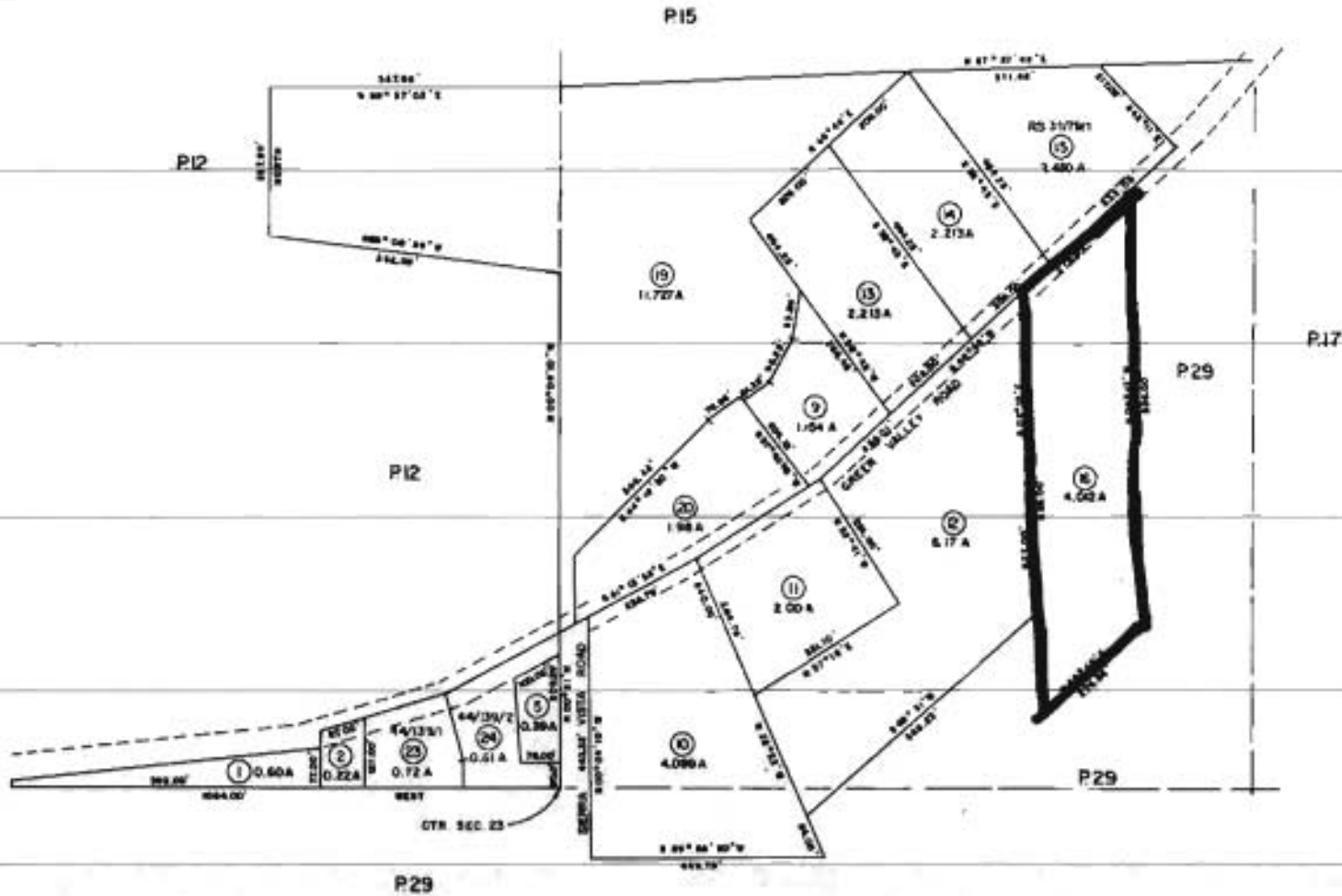
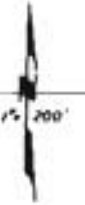


- prcibase selection
- PLACENAMES
- major\_roads



S11-0007(2)12-0004/Rescue Community Center  
 Prepared By Aaron Mount

 0.5 Miles



THIS MAP IS NOT A SURVEY. It is prepared by the El Dorado Co. Assessor's office for assessment purposes only.

NOTE - Assessor's Block Numbers Shown in Slopes Assessor's Parcel Numbers Shown in Circles

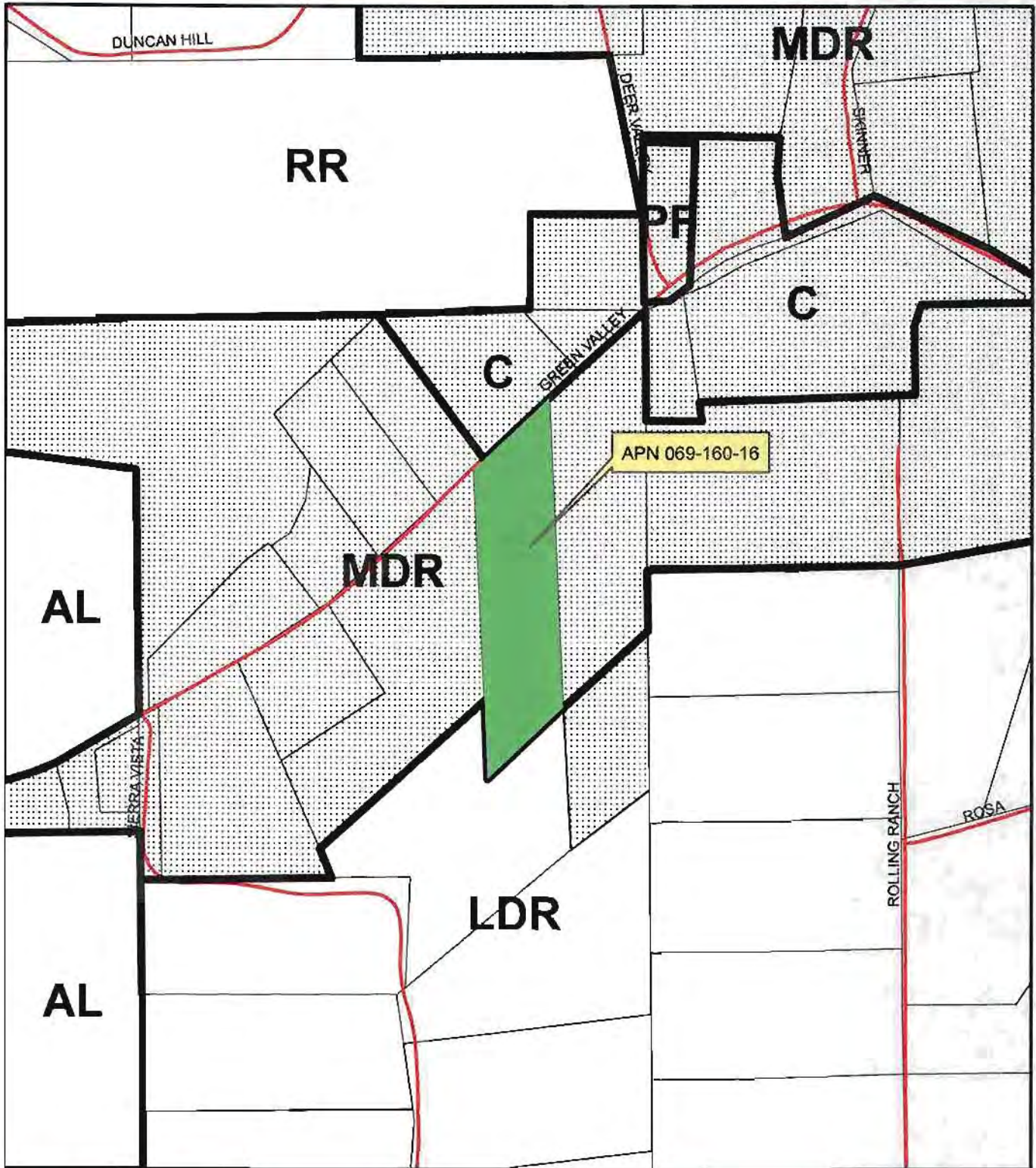
REV. 1/25/08

Assessor's Map Bl. 69 - Pg. 16  
County of El Dorado, California

EXHIBIT B



# Exhibit C: General Plan Map



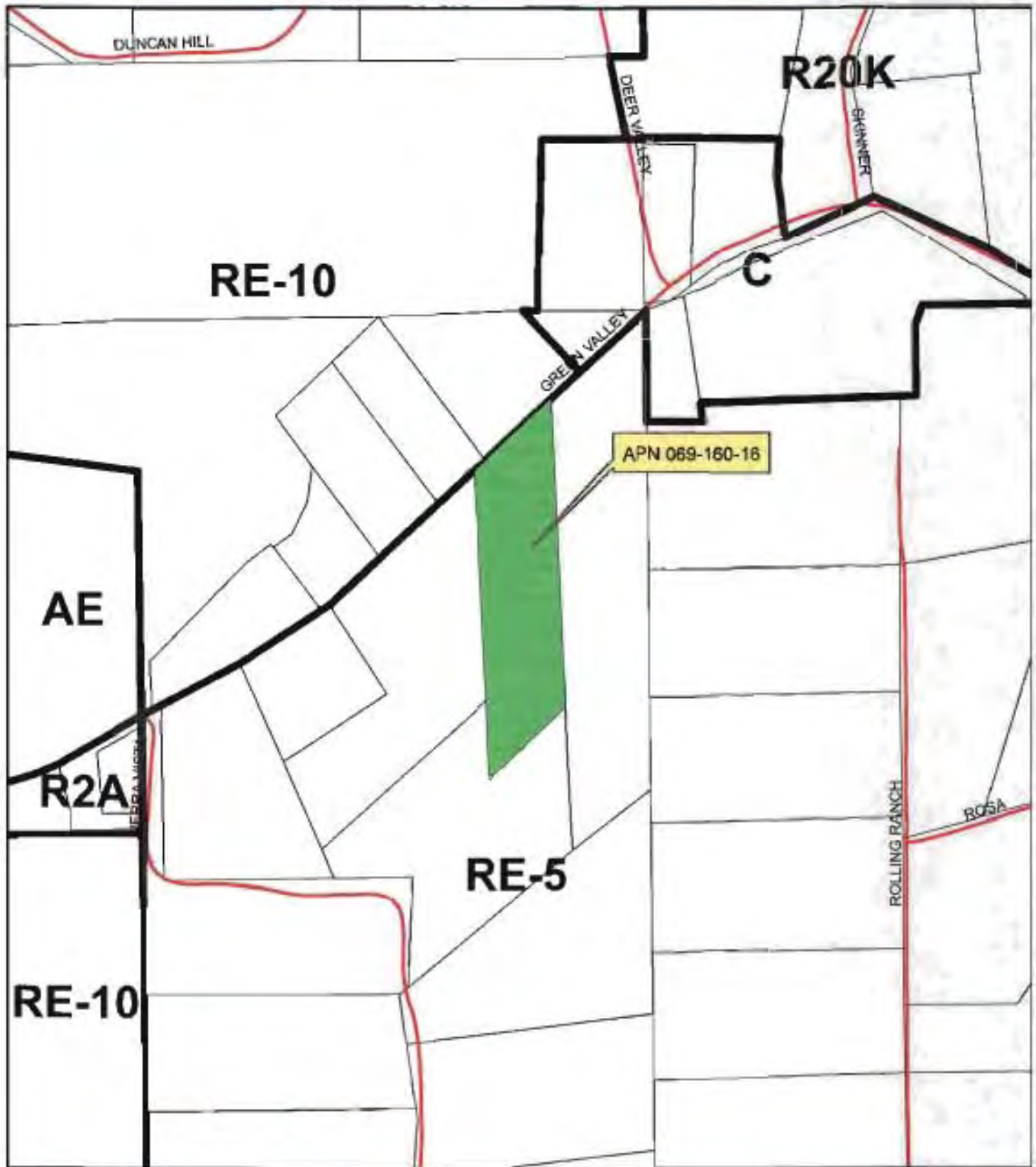
- ludesign
- gpsroads
- prclbase
- Rescue Rural Center



S11-0007/Z12-0004/Rescue Community Center  
Prepared By Aaron Mount

0 0.03 0.06 0.12 Miles

# Exhibit D: Zone District Map



zonedes  
 gpsroads  
 prclbase



S11-0007/Z12-0004/Rescue Community Center  
Prepared By Aaron Mount

0 0.03 0.06 0.12 Miles

- 1. Clubhouse 170'x30'
- 2. Concrete Porch
- 3. Out Building
- 4. Asphalt Driveway
- 5. Raised Planter
- 6. Dirt
- 7. Gate (12')
- 8. Scoring Building 118'x12'
- 9. Driver's Stand with Remote/Offroad
- 10. Metal Fence
- 11. Metal Fence Lower 4' Sheet Metal
- 12. Container 18'x20'
- 13. Race Track (Overs 125' x 230')
- 14. Drivers Stand 10'wall
- 15. Grandstand

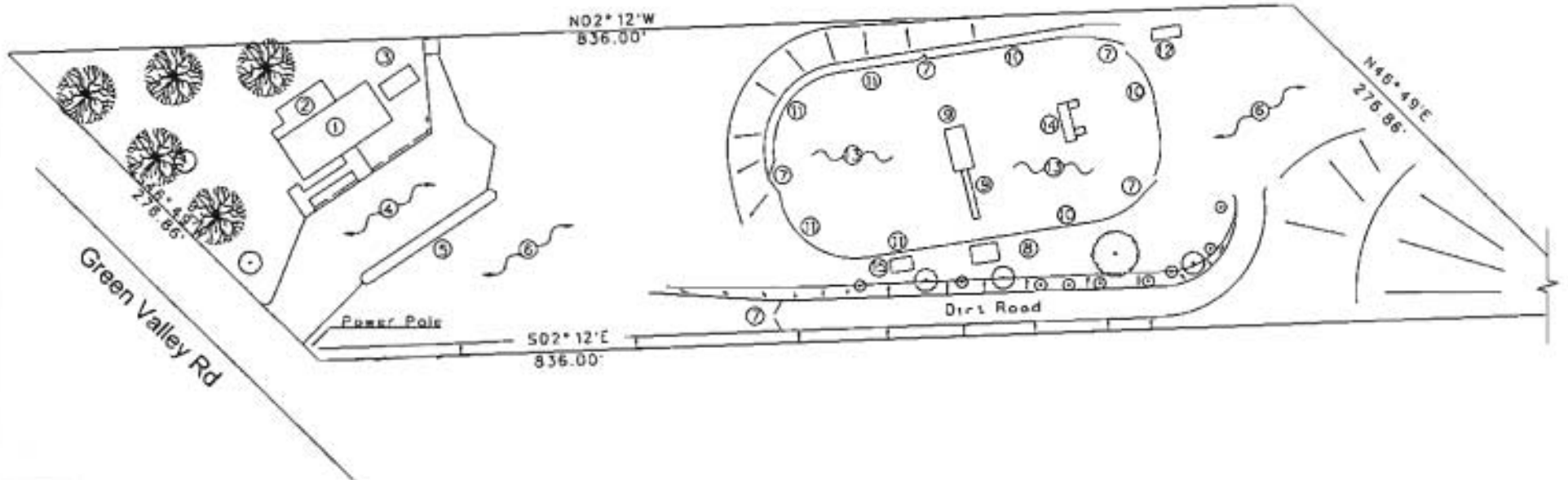


EXHIBIT E

RESCUE COMMUNITY CENTER



County Of El Dorado Assessor's Map Bk 69  
Pg 16 POR SEC23 T.10N R9E MDM Parcel 16

# Rescue Community Center



S11-0007/Z12-0004/Rescue Community Center  
Prepared By Aaron Mount



0 50 100 200 Feet





Address 4182 Green Valley Road

Address is approximate



# EXIBIT H

Staff Report

**The Project Description is as follows:**

Objective: The objective of this project is to create a community oriented, family friendly RC car track that continues to support and provide revenue for the Rescue Community Center as it has for the past seventeen years.

1. General Physical Description: The remote control car track is located on a 4.01 acre parcel known as APN 069-160-16-100 at 4180 Green Valley Rd. in Rescue, Ca. The below description applies to the area of the arena and the activities held therein. Events in the Rescue Community Center building remains unchanged per prior agreements with the county.

- a. All RC car activities shall occur within the boundaries of the existing arena or on the portion of property south of the arena.
- b. The RC use areas will go through redesigns twice annually to maintain interest for the track users. This may involve the Short-Course Track, Circle Track, Rock Crawler track, Pulling Track, Drag Racing Track, and other possible RC Track variations. These redesigns will utilize tractors, bobcats, and other light duty dirt moving equipment.
- c. Two small permanent buildings outside of the arena will be used. The first is a storage container located south of the arena for the storage of tools and supplies needed for track events and maintenance. The second is an announcer's booth located west of the track used to house the electronics for use during special events.
- d. Three other structures are present. There are two elevated driver stands. One driver stand is for the circle track and one for the short course track. The third structure is a set of bleachers for spectators located west of the track.
- e. Water and Electricity is supplied to the arena area in compliance with all county codes.
- f. There is a 1000 gallon water tank on the premises used for dust suppression during races and fire suppression in case of fire.
- g. Parking is located in the large parking lot north of the arena.
- h. The existing road on the west side of the arena will be used to access the area south of the track by management and fire department in case of fire. This road will be closed to the general public except on race days. On race days, this area may be used for overflow parking if the general parking area becomes full. Fire department vehicle access will be a priority if overflow parking is utilized on race days.

2. RC track use Description: Daily use

- a. The track will be open for use 7 days a week.
- b. Hours of operation between 0900 and 1900.
- c. Maximum of 50 users at any given time, except during racing events.
- d. Track use shall be year around, weather permitting.

3. RC track use description: During RC racing events

- a. Racing season is from March 1<sup>st</sup> through October 31<sup>st</sup>.
- b. Races will be open to both gas and electric RC cars.
- c. Race times begin at 0900 and will end at 1900. Setup will begin at 0800 and all patrons will leave by 2000.
- d. Racing events are Saturday and Sunday during racing season. There will be 2 Friday events and 2 3-day events. There may be up to 50 RC racing events per season.
- e. The average number of racers in attendance is 20 to 100. The number of spectators varies greatly but could be up to 100 on race days.
- f. A PA system with speakers will be used for announcements and music not to exceed county noise ordinance levels. Computers, transponders, and other electrical equipment will also be used to manage races.
- g. Snacks may be sold on race days to benefit the Rescue Community Center.

4. Other events and uses for this area:

- a. Mini and micro remote control cars and race events
- b. Horse shows
- c. Horse Shoe pits and tournaments
- d. Farmers Market
- e. Community Garden
- f. Flea Market
- g. Rescue Day Events
- h. Demonstration of Items
- i. Training for Fire Department
- j. Dog Shows
- k. 4-H Events
- l. Boy Scouts and Girl Scouts of America Events
- m. Swap Meet
- n. General Outdoor Recreation Usage



# EL DORADO COUNTY



## DEPARTMENT of PLANNING

*El Dorado County Office Center*  
2850 COLD SPRINGS ROAD  
PLACERVILLE, CALIFORNIA 95667  
Phone: Area Code 916-626-2438

September 2, 1976

Mr. George H. Franklin  
Chairman Recreation Committee  
Rescue Community Center  
Post Office Box 206  
Rescue, California


Dear Mr. Franklin:

In regard to your letter of August 23, 1976, please note the following:

The establishment of a use prior to zoning, as in your case 1951, carries with it some rights of continued use commonly referred to as "grandfather rights" or "rights of non-conforming use". In the specific instance of the Rescue Community Center, you assert it has been continuously used since 1951 and has provided community social and recreational facilities and services.

The use of that four acre parcel for those types of activities may be continued at the same level for as long as the use is not discontinued for a period of 12 months. Please refer to the enclosed section of the El Dorado County Zoning Ordinance pertaining to "non-conforming uses".

Yours very truly,

  
JAMES H. INGRAM,  
Principal Planner

JHI:vh  
Enc.

EXHIBIT J

Z 12-0004

S 11-0007

Staff Report  
13-0821 J 17 of 150

Chapter 17.48

RECREATIONAL FACILITIES (RF) ZONE

Sections:

- 17.48.010 Purpose.
- 17.48.020 Recreation district defined.
- 17.48.030 General provisions.
- 17.48.040 Uses permitted by right.
- 17.48.050 Uses requiring site plan approval.
- 17.48.060 Uses requiring special use permit.
- 17.48.070 Development standards.

17.48.010 Purpose. The purpose of the recreational facilities zone is to provide for the orderly development and maintenance of lands and areas suitable and desirable for recreational pursuits and to protect them from the encroachment of unrelated uses having an adverse effect to this resource. (Prior code §9433(a))

17.48.020 Recreation district defined. For the purposes of this chapter, the definition of a recreation district shall be as follows:

Land and water areas which can accommodate one or more public recreation activities and/or public service facilities without causing irreversible changes to soil, vegetation, air, water, aesthetic values and human resources. (Prior code §9433(b))

17.48.030 General provisions. Recreation districts shall be subject to the applicable provisions of Chapters 17.14, 17.16 and 17.18. (Prior code §9433(c))

17.48.040 Uses permitted by right. The following uses are allowed by right without special use permit or variance:

- A. Raising and grazing of domestic farm animals and the cultivation of tree and field crops;
- B. Any structure or use incidental or accessory to any of the foregoing uses;
- C. Drilling of wells and excavation of earth exclusively for authorized purposes on that parcel subject to the county grading ordinance;
- D. Local underground distribution lines for public utilities. (Prior code §9433(d))

17.48.050 Uses requiring site plan approval. The following uses are allowed without special use permit or variance but only after obtaining approval of a complete site plan including architectural detail, when requested, from the planning director, who shall act thereon within fifteen days after submittal of the required plans. If the applicant is not satisfied with the actions or conditions initiated by the planning director, a review may be requested by the planning commission which shall hear the appeal within thirty days of request by the applicant:

- A. Picnic areas;
- B. Ball fields and courts;
- C. Public utilities structures or overhead lines;
- D. Playgrounds;
- E. Golf courses, golf carts permitted;
- F. Swimming pools;
- G. Snowplay areas, nonmotorized;
- H. Stables;
- I. Riding and hiking trails;
- J. Lakes and marinas for nonpower craft, nonmotorized;
- K. Fishing and hunting, farms or facilities or clubs (for non-firearm use), electric trolling motors permitted;
- L. Other such similar uses and accessory structures as determined by the planning director following the general guidelines that all uses allowed by right shall be for day use only and will not be operated after dark or require lighting and that they will be of such a design and nature that not more than fifty people will be accommodated by the facility at any one time;
- M. One unlighted sign not exceeding sixteen square feet in area and twelve feet above ground level, advertising authorized activities on the premises;
- N. Reserved;
- O. Parking and processing of agricultural products produced on the premises without changing the nature of the products. (Ord. 3606 §59, 1986: prior code §9433(e))

17.48.060 Uses requiring special use permit. The following uses are allowed only after obtaining a special use permit from the planning commission or zoning administrator:

- A. Any dwellings, campgrounds, cabins, recreational vehicle parks, dormitories or mobile home units (mobiles not to exceed two in number for the use of owner, operator and/or caretaker); (Ord. 4376, 1995)
- B. Eating and drinking establishments, clubs and places of entertainment when fully enclosed within a building with no outside storage or display of goods;
- C. Amusement parks;
- D. Recreational uses designed for motorized vehicles or firearms use;
- E. Any recreational use such as those enumerated in Section 17.48.050 which by their nature or design will operate after daylight hours or are designed for overnight use or will create a nuisance beyond the confines of the property or are designed for the use of more than fifty people at any one time or will produce or create visual or other modifications that are inconsistent with the surrounding environment. (Prior code §9433(f))
- F. Any use of property adjoining the streams and rivers specified in subsection (c) of section 5.48.030 for ingress or egress into or from such stream or river, or for other day or camping use, other than for the personal and noncommercial use of the property owner or lessee. (Ord. 4226, 1992)

17.48.070 Development standards. The following provisions shall apply in all recreational districts unless and until a variance is obtained from the planning commission or zoning administrator:

- A. Minimum lot area, five acres;
- B. Minimum lot width, three hundred feet;
- C. Minimum yards: front, fifty feet; sides, fifty feet; rear, fifty feet or one hundred feet each when adjacent to a National Forest. (Ord. 4236, 1992)

- D. Maximum building height, thirty-five feet (35') (Ord. 4236, 1992);
- E. Minimum single-family residential dwelling unit area, six hundred square feet of living area;
- F. Minimum dwelling unit area for rent, lease, transient use, four hundred square feet of living area. (Prior code §9433(g))
- G. Maximum density of campgrounds, recreational vehicle parks, cabins and dormitories shall be seven (7) units per acre in the rural regions as identified in the County General Plan, and twelve (12) units per acre in community regions and rural centers. Units shall be defined as individual campsites, RV spaces, dormitory rooms or cabins. (Ord. 4376, 1995)

# EXHIBIT L

February 19, 2013

Mr. Aaron Mount, Associate Planner  
El Dorado County Development Services Department  
2850 Fairlane Court  
Placerville, CA 95667

FILED 18 FEB 2013  
PLACERVILLE  
CALIFORNIA  
COUNTY DEVELOPMENT SERVICES DEPARTMENT

Re: Racetrack at Rescue Community Center  
Recommend denial of rezone request from RE-5 to RF

Dear Aaron,

As you requested we have prepared this letter in an attempt to summarize the many telephone and email discussions we have had over the last several years regarding the RC Racetrack that has been operating at the Rescue Community Center (RCC).

My wife and I have lived and worked in El Dorado County since 1986. My wife and I purchased our home at 2532 Rolling Ranch Road in March 1993. Our home is within 500 feet of the RCC. When we purchased our property in 1993 there was not a RC Racetrack operating at the RCC and the RCC had been functioning without any RC Racetrack income. At that point in time the Rescue Horseman's Association was using the arena for horse related events and we never had any issues with that group or other activities that took place at the RCC. The Rescue Horseman's Association disbanded in 2001 and the RC Racetrack began using the arena at that point. It was only after the RC Racetrack began operating that we began to have noise issues. In the early days of the RC Racetrack there was what we would call good communication with the President of the RCC, practice was not constant, racing was one or two days per month, and if racers would practice after 7 p.m. we would call the President of RCC and he would go over to the arena and ask them to leave. The RC Racetrack grew over the years, practicing/racing was happening 7 days a week until and after 7 p.m., racing/practicing was taking place almost every single weekend, Saturdays and Sundays. Even with our windows closed and our air conditioner on in the heat of summer, we could hear the constant noise of cars racing. The PA system used on race days was so loud that the track announcer's screaming lap by lap descriptions of racing could be heard three miles away on Carlson Ct. in Shingle Springs. Camping was occurring at events, I have had to get out of bed at 2 a.m. and go down to the racetrack because of drinking, laughing and campers starting up their race cars a 2 a.m. in the morning. The final straw was the race weekend of April 2010, when camping noise went well into the night, I called the President of RCC, but he was out of town and did not answer his cell that evening. I then contacted the President of RCC to attend their next board meeting to address our concerns about the RC racetrack camping noise, PA system, race car noise, hours of operation, etc. After my presentation at the RCC board meeting on May 17, 2010, the RCC

President indicated he did not see any changes forthcoming regarding the RC racetrack operations at the RCC, so we contacted the El Dorado County authorities in May 2010 to address our concerns.

We believe that the current zoning of RE-5 prohibits the RC Racetrack and this use in a residential zone is not compatible with the RE-5 zoning. We believe that is also your opinion by your letter to the RCC dated July 18, 2011 (copy enclosed).

We also believe that the request of the RCC to rezone the parcel from the existing RE-5 to the Recreational Facilities(RF) zone should be denied. The balance of this letter summarizes our points to deny the rezone request:

- 1) We do not believe that the regulations related to the Recreational Facilities (RF) Zone would allow remote control car racing. As noted below Chapter 17.48.060 D. it prohibits recreational uses designed by motorized vehicles and we also do not believe all of the development standards in Chapter 17.48.070 A-C are met :

17.48.060 Uses requiring special use permit. The following uses are allowed only after obtaining a special use permit from the planning commission or zoning administrator:

A. Any dwellings, campgrounds, cabins, recreational vehicle parks, dormitories or mobile home units (mobiles not to exceed two in number for the use of owner, operator and/or caretaker); (Ord. 4376, 1995)

B. Eating and drinking establishments, clubs and places of entertainment when fully enclosed within a building with no outside storage or display of goods;

C. Amusement parks;

D. Recreational uses designed for motorized vehicles or firearms use;

E. Any recreational use such as those enumerated in Section 17.48.050 which by their nature or design will operate after daylight hours or are designed for overnight use or will create a nuisance beyond the confines of the property or are designed for the use of more than fifty people at any one time or will produce or create visual or other modifications that are inconsistent with the surrounding environment. (Prior code §9433(f))

F. Any use of property adjoining the streams and rivers specified in subsection (c) of section 5.48.030 for ingress or egress into or from such stream or river, or for other day or camping use, other than for the personal and noncommercial use of the property owner or lessee. (Ord. 4226, 1992)

17.48.070 Development standards. The following provisions shall apply in all recreational districts unless and until a variance is obtained from the planning commission or zoning administrator:

A. Minimum lot area, five acres;

B. Minimum lot width, three hundred feet;

C. Minimum yards: front, fifty feet; sides, fifty feet; rear, fifty feet or one hundred feet

- 2) The RC Racetrack will be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted and will substantially diminish and impact property values in the neighborhood. There are other facilities/tracks located in the Sacramento and Roseville area for racing remote control cars, but this is the only home where we can enjoy the peace and quiet of the rural agricultural lifestyle we moved here for in 1993, well before the racetrack commenced operations. Supervisor Briggs' website indicates he is a "staunch defender of a rural agricultural lifestyle for the citizens of El Dorado County." Changing the zoning for this parcel from

RE-5 to RF for this racetrack is contrary to this pledge and also contrary to existing zoning for this and surrounding parcels.

- 3) In July 2007 we paid over \$30,000, Application # 180435, to El Dorado County to convert our granny flat to a 2<sup>nd</sup> permanent manufactured home. Our conversion was signed off by the El Dorado County Building Department on July 3, 2007. We paid our fees to the County in good faith and reasonable reliance believing that the zoning surrounding our property and adjacent properties would continue and would allow only those uses permitted within the RE-5 zone. The RE-5 zoning clearly prohibits the RC Racetrack. Changing the zoning now from RE-5 to RF and permitting the RC Racetrack would deprive us of the reasonable use of our land and homes, the similar reasonable use that is allowed for other land in the vicinity and same zone, and prohibit us from enjoying the peaceful quality of life that we expect from, and paid dearly for, in this RE-5 zone.
- 4) We believe the zoning change for this parcel does not adequately address the impacts on noise, P.A. system, hours of operation, and sanitation. Adequate sanitation is not provided for.
- 5) The proposed use is not compatible with the established land use pattern in the vicinity.
- 6) The proposed zoning change will not preserve the essential character of the neighborhood in which it is located.
- 7) If the RC Racetrack was unsuccessful, the zoning change would allow the RCC to put the parcel to a wide range of other recreational uses because of the zoning change, all of which are currently prohibited by the RE-5 zoning, this issue is not addressed.
- 8) The proposed changes will adversely influence living conditions in the immediate vicinity.
- 9) The value of adjacent property will be diminished by the proposed use. Property values and ability to sell property later would be severely impacted. Would you want this in your backyard/neighborhood? We would argue that most who currently reside in RE-5 zones would also say NO!!!
- 10) We understand that some letters have been written and received in support of the racetrack. We have attached the flyer "RESCUE R/C SPEEDWAY NEEDS YOUR HELP!". Apparently many of the letters you have received have been written by writers from cities, counties and states other than Rescue.

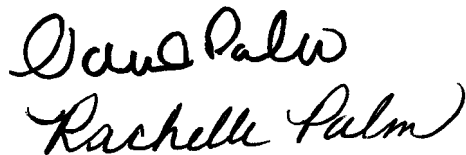
We believe you need to first and foremost listen to the landowners who own property immediately next to the RCC. The requested zoning change in this existing RE-5 zone goes totally against the neighborhoods wishes and would have a long-term adverse effect on the neighborhood. There is not a public necessity for the zoning changes at this site. There are other facilities/tracks located in the Sacramento and Roseville area for racing remote control cars, and these facilities have been appropriately established in industrial/commercial zones. We have only one home where we can enjoy the peace and quiet of our rural home and neighborhood.

- 11) The President of Rescue Community Center, had indicated the Rescue Community Center is unable to control what private citizens do at the racetrack, and as you know, RC racing continued long after county told the RCC to cease racing. If a RC racetrack reopened with electric only racing, the enforcement of electric only racing and hours of operation is not addressed, and would be problematic at best.

In closing we acknowledge the RCC is a great part of the Rescue community, and RCC serves as a great meeting place for many groups in our community. We believe it should continue to do so. However, it should be noted RCC was operating and surviving before the RC Racetrack began, and there is no reason to believe that RCC should not continue to be a great asset for the Rescue community. Since racing ceased in 2010 RCC has continued to operate and serve the needs of many as a place to meet in and for the Rescue community. History has shown the RC Racetrack has not been needed to have a viable RCC, and a RC Racetrack is not needed now or in the future to maintain the RCC as a viable asset for all of us living in and near Rescue. To suggest otherwise is a specious argument.

Please contact us if you have any questions.

Respectfully submitted,

Handwritten signatures of David and Rachelle Palm in black ink. The signature for David is written above the signature for Rachelle.

David and Rachelle Palm  
2532 Rolling Ranch Road  
Shingle Springs, CA 95682  
Enclosures



# DEVELOPMENT SERVICES DEPARTMENT

COUNTY OF  
EL DORADO

<http://www.co.el-dorado.ca.us/devservices>

PLANNING  
SERVICES



PLACERVILLE OFFICE:  
2850 FAIRLANE COURT  
PLACERVILLE, CA. 95667  
(530) 621-5355 ..  
(530) 642-0508 Fax  
Counter Hours: 8:00 AM to 4:00 PM  
[planning@co.el-dorado.ca.us](mailto:planning@co.el-dorado.ca.us)

LAKE TAHOE OFFICE:  
3388 LAKE TAHOE BLVD. SUITE 302  
SOUTH LAKE TAHOE, CA 96150  
(530) 573-3330  
(530) 542-9082 Fax  
Counter Hours: 8:00 AM to 4:00 PM  
[tahoebuild@co.el-dorado.ca.us](mailto:tahoebuild@co.el-dorado.ca.us)

July 18, 2011

Tim Closner  
Rescue Community Center  
PO Box 387  
Rescue, CA 95672

**Re: Determination of Application Incompleteness  
Rescue Community Center-RC Speedway/Special Use Permit S11-0007  
APN 069-160-16**

Dear Mr. Closner:

Planning Services has reviewed the application and found it to be incomplete. The following information is needed to complete the application:

1. Twenty-five (25) copies of the site plan detailing what exists and is proposed on the site at time of application shall be submitted on 24" x 36" sheets or smaller, drawn to scale, and of sufficient size to clearly show all details and required data.
2. Provide an acoustical analysis of the speedway. Where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of General Plan Table 6-2 at existing or planned noise-sensitive uses, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.
3. Provide a rezone request application (enclosed) to change the zoning from Estate Residential Five-Acre (RE-5) to (RF) Recreational Facilities.

At this time, no further processing can occur until the information is submitted.

#### Advisories:

Based on our preliminary review of your application, we offer the following advisory statements:

**COPY**

1. The proposed racetrack for mini motorized race cars is a type of recreational use not compatible with residential use. Additionally, this is not a use that can be considered either by right or by Special Use Permit in the RE-5 zone. Therefore, Planning Services would recommend denial of the application. An option for your consideration would be to submit a rezone application to the Recreational Facilities (RF) zone district.
2. Camping is not a use allowed by Special Use Permit. If camping is to be part of the project description a Zone Change & General Plan Amendment application shall be submitted to amend the project parcel to the Recreational Facilities zone district and the Tourist Recreational land use designation.

This application will be held incomplete until you submit the requested information. Please submit new materials to: Planner Name, Planning Services, 2850 Fairlane Court, Placerville, CA 95667. Be sure to refer to the specific case number. We studied your application carefully in making our determination. Please call me at (530) 621-5345 if you have any questions or concerns regarding the requested items. If you continue to have concerns regarding the requested information, I can schedule a meeting with my supervisor, Pierre Rivas. Please call me within ten working days of the date of this letter if you believe a meeting is necessary.

Pursuant to Government Code § 65943, this letter is being mailed to you no later than 30 calendar days after receiving the application. Upon receipt of any re-submitted information for the application, a new 30-day period shall begin.

Sincerely,

Aaron Mount, Project Planner

cc: Supervisor Ron Briggs, District 4  
Jim Wassner, Code Enforcement  
Lynne Pease, PO Box 1213, Placerville, CA 95667

S:\DISCRETIONARY\S\2011\S11-0007\S11-07 incomplete.doc

**COPY**

Ron Briggs  
Supervisor  
El Dorado County

May 5, 2011

Dear Mr. Briggs,

When I was a young child my parents, grand parents, aunts, uncles, cousins and brother & sisters all participated at the Rescue community Center.

We had our 4-H meetings there, we attended pot-luck dinners, the Boy Scout spaghetti feed, family BBQ's, baby showers, weddings, funerals and dances.

We would also put together food baskets for the needy families in Rescue using donated food from the community. I know this touched the hearts & lives of many families, because it touched mine.

It would be a terrible loss to Rescue if the Speedway had to shut down and the Community Center could no longer operate.

Sincerely,

Brittany Franklin  
P.O. Box 162  
Rescue, CA 95672

**Z 12-0004**

**S 11-0007**

Staff Report  
13-0821 J 27 of 150

**Laura Bratsch** show details 11:56 AM (34 minutes ago)

to me

Dear County of El Dorado,

The Rescue Community Center is a vital resource as a meeting place here in Rescue, CA. The facility with its good access, parking, kitchen, restroom, patio and grass area gives groups like Boy Scouts, Girl Scouts, and other community members a place to meet and hold events. My family and I have attended a wedding, birthday parties, and Spaghetti Dinners hosted by Boy Scout Troop 700. The facility is a great place for all these types of events.

We are also in total support of keeping the Radio Controlled Race Track open. I have brought my children and Girl Scout Troop to watch buggy and Monster truck races. They were fun and family friendly. My family and I are in complete support of the race track and we really hope you will reconsider reopening it for us to enjoy again.

Thank you,

Laura Bratsch

**Z 12-0004**

**S 11-0007**

Staff Report

13-0821 J 28 of 150

# RESCUE R/C SPEEDWAY NEEDS YOUR HELP!

Things are proceeding well in our efforts to get the Rescue track re-opened. We've come to a point where we need some "Community" response in the form of letters of support for the track. We're hoping that you would be kind enough to write a quick letter/email showing your support for the track and help pursued the County to approve the re-opening of the track.

The letter needs to touch on some specific talking points:

- How the track has helped you, your kids and/or your family (Father/Son activity, family bonding, friendships, business connections, etc)
- How your entries help fund the Rescue Community Center, so that it can provide services to the community (Say something like "I enjoy racing at Rescue because I know the entry fees are going to support the local community", or something similar...)
- Why you wouldn't want to see the track close permanently. (Loss of family friendly activities, loss income for the community center, loss of revenue to County of El Dorado, etc)
- The fact that the track is an Alcohol and Drug Free environment.
- Good family environment and activity.

If you happen to be from another area, like Nevada, Sacramento or beyond, please make sure you indicate that you travel to El Dorado County specifically to race at Rescue, and that while you are there, if appropriate, that you often patronize local businesses. The Circle K, gas stations, grocery stores, fast food, etc. Money that, otherwise, would go to other Counties.

Please make sure you spell check your letter! When completed, you can put your letter in an e-mail, or send your document as an attachment (if you do it in Word or whatever) to: [severescue@rescue.com](mailto:severescue@rescue.com)

You can also ask any questions via that e-mail address.

Please address your letter/e-mail to: "County of El Dorado"

Also, include your full name at the end of the letter. Multiple letters from multi-racer families are fine (IE Dad writes one letter, mom another, kids another, etc). Letters from kids, written by kids are also encouraged. Please include their age after their name.

*We have a deadline of Wednesday, April 27<sup>th</sup>, so we need to act fast. The fate of Rescue could depend on these letters!*

Please, do not post anything related to this letter campaign on the forums. It is imperative that we keep this campaign under the radar. You may share this request with anyone/everyone you know to have them write letters also. You can send it to them via e-mail and/or Facebook, but no posts on any local R/C forums, please! Racers from Nevada should be ok to post to their forums, since it is unlikely anyone down here is looking there.

Thank you very much for your continued support!

Bruce and Lynne Pease

**COPY**

**Ken Humphreys**

<penken2@directcon.net> Fri, Apr 29, 2011 at 1:11 PM To:  
rescuecommunitycenter@gmail.com

[Reply](#) | [Reply to all](#) | [Forward](#) | [Print](#) | [Delete](#) | [Show original](#)

El Dorado County Officials

We have lived in Rescue for the past forty years and over that time have attended hundreds of community activities, dances, dinners, parties, informational discussions, and fundraisers held at the Community Center. Having a space such as this in the community, built by the community members, has been a great value to the community at no cost to El Dorado County. This Center was built in the 1950's, years before zoning was in place, and the community has used the facility for a large variety of different activities, both indoor and outdoor over those years and should be allowed to continue to serve the community as it has in the past, without being forced to spend money it doesn't have, to comply with zoning rules put in place after the center was built.

The Rescue Community Center has always been willing to meet with community members to correct any problems that might occur. To be forced to stop community approved activities that are necessary to support the continuing costs of keeping the center a viable resource for the community, is an unnecessary, bureaucratic action, that is not in the best interest of the community or of El Dorado County. A letter from a County official in 1976 stating that the activities were "grandfathered in" should be honored and interpreted with enough flexibility to cover other activities with similar impacts approved by the community.

Sincerely,

Ken and Penny Humphreys

4020 Penny Lane, Rescue, CA

**Z 12-0004**

**S 11-0007**

Staff Report

13-0821 J 30 of 150

County of El Dorado  
Board of Supervisors

To Whom It May Concern:

We are writing this letter in support of the Recue Community Center and Remote Control Race Track on the same property.

We have lived here 25 years and have enjoyed many events held at the center and fire department.

We live on Piñon Rd., which is directly up the hill from the Fire Dept, Roadhouse, Post Office, community center and race track.

Yes, we do hear the event noise from the activities held down there and it has never been an issue for us. We hear noise from every fire call, motorcycle rider going by, race and social event held in Rescue and the surrounding area. The sounds travel directly up the hill.

We just consider it a part of living in our community, knowing that these events help support the local community.

I have been a volunteer at the community center for 4 years as the rental agent and have seen how hard all of the directors and other volunteers have worked to enhance the building and grounds. I have a special relationship with the community and would hate to see that disappear. The board devotes many hours and dollars to keep the hall open!

In the past the people in the surrounding area had to donate financially to keep the hall open.

We hold many events throughout the year which are supported by the community.

If we lose the support of the race track we will be hard pressed to pay our operating expenses.

The Rescue Community Center supports the local Boy Scout Troop and occasionally the Cub Scout Packs.

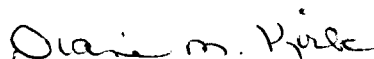
Our local elections are held at the center, DOT meetings, holiday parties, weddings, church youth group retreats, anniversaries, memorials, birthdays, and other family events. Prior to the out door race track operations, there were horse arena events and other outdoor events.

If the race track cannot be operated to help support the center, we will lose what is left of our rural community.

We hope you will take all of this information into consideration as you review the special use permitting process for the remote control race track which is a great family venue free of alcohol and drugs. We see and hear the clean family fun that comes from this venue. This would be a great loss to our little community!

Please review the special use permit fees and try to have them waived or, at he least, reduced so it might be financially feasible for us to comply with the county permits.

Sincerely,



W. D. Kirk  
Diane M. Kirk

**Z 12-0004**

**S 11-0007**

Staff Report

13-0821 J 31 of 150

06/02/2011

County of El Dorado

To Whom It May Concern:

It has come to our attention that you have recently forced the Rescue Community Center to close the Radio Controlled Race Track. This action is of concern to us as members of the community as it is an important fundraising project that helps the Community Center to exist. The loss of these funds coupled with the heavy fees you are imposing will seriously endanger the existence of the center.

The Rescue Community Center is of great importance to Rescue. It is the only gathering place for community events and has served as such since the early 1950's. The sense of community has always been strong in the Rescue area. Tom was raised on the Gaunt ranch in the 1930's, and established our home on Pine Hill in 1958. I came here as the lower grade teacher at the old Tennessee School in 1949. So we are well acquainted with the deep sense of community in this area. There have been many squabbles but in the end what was best for all won. Many familiar names have been involved in the founding and on going improvements of the center. The Center has been used for weddings, post funeral gatherings, dances, spaghetti feeds, H-H Meetings, and family reunions as well as a school house for several years after the Tennessee School burned in 1954. It has served as the only place for such gatherings since the R-L-S Hall had to be closed due to unsafe conditions. Our family have missed that facility but have been grateful for the Community Center taking its place.

Z 12-0004

S 11-0007  
Staff Report

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Rescue is not a bedroom community. Yes, many work elsewhere, but we are landowners, horse raisers, cattle ranchers, orchardists, vintners, and yes a few subdivisions. But we are unique in our love of community and respect for each other. And we stand together when something is done that will endanger our community. The closing of the race track and the unreasonable fees you are asking could well mean the Community Center will cease to exist. This would be a great loss to us as a community - we need a central place for community events and families need a place where they can gather and enjoy activities - a place where no alcohol or drugs are allowed as is the case at the race track.

The Community Center is a non-profit organization and all monies go back into the upkeep and improvement of the Center.

We have not personally attended the races, but have never heard anything derogatory about them. We urge you to reconsider closing the race track and imposing such heavy fees, allowing the track to continue to operate, and drastically reducing your fees would in the long run allow us to keep our Community Center as a vital part of our community.

Respectfully yours,  
Thomas J. Oates

Donna C. Oates

**Z 12-0004 S 11-0007**

To whom it may concern:

The Rescue Community Center has been a wonderful place for our church to have it's annual Thanksgiving dinner for the past 3 years. We have enjoyed the facility and it met our needs perfectly.

We have church services Sunday mornings right next door to the race track events and have never been bothered or even heard any noise at all from inside the church building.

We would hate to lose the use of the community center and hope you will consider the effect it would have on many people that use it.

Thank you for your consideration.

David & Melinda Hooper

**Z 12-0004 S 11-0007**

Staff Report

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To Whom It May Concern;

We understand that the Rescue Community Center has lost their small car racing, due to a zoning conflict. This is one of their sources of income that is truly needed. As this has been going on for many, many years, why now the problem? At this time most Non-profit organizations are having a rough time surviving. Please allow this organization to continue as in the past.

Sincerely  
Francis & Susan Carpenter  
Rescue, CA

4/27/2011

On Tue, Apr 26, 2011 at 7:57 PM, MARY PERKINS <[maryaperkins@sbcglobal.net](mailto:maryaperkins@sbcglobal.net)> wrote:

Dear El Dorado County Board of Supervisors,

It is with great sadness that I write to you. I am very concerned about the current state of affairs at Rescue Community Center.

How Blessed we are to live in an area with such a beautiful and affordable facility to gather. It seems with the state of our economy an affordable facility such as this, is even more needed.

As a 33 year resident of Cameron Park, I think of all of the activities that I have enjoyed and shared with my three children and now grand children at the Rescue Community Center; Little league Fundraisers, Boy Scouts annual spaghetti feed, funerals, weddings, anniversary parties, birthday parties, fundraisers for friends suffering from illnesses, watching the cars race with my grandson. Memories that have allowed this community to be the very unique and special place that it is today. There is a family feel here that is so important to the young and old of this community, the community center is a big part of that feeling.

I am a local Middle School teacher. I see kids everyday searching for a safe place to feel comfortable, the racetrack provides that for these kids. I am also a local Realtor with Visionary Realty Group in Cameron Park, the Community Center is another selling feature for us Realtors. People moving here love the slower peaceful pace and feeling of community. Events at the Rescue community center are all a part of that hometown comfort.

I know that it matters to all of you to keep our community as peaceful and crime free as possible. I truly feel that it is important to give kids and adults alike a drug free place to go, the racetrack is that place. Being the older person that I am now, I realize more and more everyday how important it is to promote "family", and family type activities. I certainly appreciate this type of drug free atmosphere to that of the skate park across from my school. Please do not take that away from this community

I beg you to allow my children and grandchildren to build memories at Rescue Community Center.

Thanks for all your hard work and consideration in this matter.

God Bless,  
Mary Perkins  
530-748-8688

April 26, 2011

County of El Dorado

c/o Rescue Community Center  
Green Valley Road  
Rescue, CA 95672

To Whom It May Concern:

I am writing this in support of the Rescue Community Center and the Radio Controlled Race Track that is located on the Center's property.

The track has been a part of the Center for many, many years and provides family entertainment that allows both children and adults to interact in a positive and safe environment. The "Race Track" with its regular rental contribution has become very important to the Center and, therefore, has allowed the Center to improve both the building and the grounds which, in turn, has benefited the entire Rescue community.

Loss of the Radio Controlled Race Track would have a very negative financial impact on the Rescue Community Center. This Center has been a part of the Rescue Community for more than 50 years. It is a self-supporting entity and relies only on rental from various events for monies needed to maintain and improve the community center itself.

I have attended many, many functions at the Rescue Community Center over the past 50 years -- i.e., weddings, anniversaries, receptions, dances, social club meetings, community barbeques, community garage sales, 4-H meetings, and yes as a child, even some school functions because our school at the time did not have an auditorium. This Community Center is available to all in this community to use and enjoy.

It would be a great loss if we were unable to continue the progress that the center has made over the years because of the loss of the monies that the Race Track continues to provide to the Community Center and the Rescue Community as well.

I hope you will take into consideration the impact the loss of the Race Track will have on the entire Rescue Community.

Thank you for your consideration.

Sincerely,

Diana Brazil  
Wine Ranch  
Rescue, CA

**Z 12-0004**

**S 11-0007**

April 28, 2011

County of El Dorado,

The Rescue Community Center is a valuable asset to Rescue and all surrounding communities. This facility is one of the only affordable options for many local groups to use for events and functions. F.O.C.A. (Friends of Cameron Airpark) has used this facility for many years now for its annual Christmas Party. I have personally been responsible for this event for the past seven years. The staff is great to work with. I have watched this facility improve over the years. This is a great space for events.

I am hoping that you decide to work with this Community Center in regards to the race track. Revenue from the track is vital to keep this valuable facility open. Losing this center would be tragic for Rescue and the surrounding communities.

F.O.C.A. hopes that this facility remains open for all to enjoy.

Best Regards,  
Susan Cook  
VP F.O.C.A.

530/676-9036  
[suc@cookeze.com](mailto:suc@cookeze.com)

**Z 12-0004      S 11-0007**

Staff Report  
13-0821 J 39 of 150

Tonia Dyas  
2710 Little Oak Lane  
Rescue, CA 95672

April 26, 2011

County of El Dorado  
2850 Fairlane Court  
Placerville, CA 95667

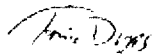
Re: Rescue Community Center

To Whom it may concern:

I recently heard that you are attempting to take away the source of funding for our Rescue Community Center. Please, I beg you not to do that. The Rescue Community Center is currently self supporting and it provides a meeting place for many groups within the Rescue area. This facility is where I go to vote at every election. My road association uses this facility every year for our annual meetings and my son used to attend Boy Scout meetings in this facility. The loss of this facility would negatively impact so many groups within our county, and not just groups based in Rescue, but groups in Cameron Park and Shingle Springs as well.

I sincerely hope you will reconsider the actions you are currently taking and re-evaluate what's important to our community

Sincerely



Tonia Dyas

**Z 12-0004**

**S 11-0007**

Staff Report

13-0821 J 40 of 150



Ron Briggs  
Supervisor  
El Dorado County

May 5, 2011

Mr. Briggs,

I am writing this letter on behalf of the Rescue Community Center. As Treasurer since 1993 I have watched the vast improvements the acting Board of Directors have been able to accomplish since the Rescue Mini Speedway began calling the Center its "home".

We (the Board) used to try everything to generate enough revenue to keep the Community Center doors open so our growing community could enjoy a nice gathering place. We literally would sit at our monthly meetings & decide which bill would be able to be paid.

Since the inception of the Rescue Mini Speedway with its added revenue, we have been able to accomplish the task of paying our bills on time and complete many improvement projects as well.

It would be a huge financial travesty if the RCC Mini Speedway were to be banned from operating at the Rescue community Center.

Please help us to continue to have this wonderful opportunity to operate our Community Center in the black.

Sincerely,

Dorothy Franklin  
Treasurer  
Rescue Community Center

**Z 12-0004**

**S 11-0007**

Staff Report

13-0821 J 41 of 150

Ron Briggs  
Supervisor  
El Dorado County

May 5, 2011

Mr. Briggs,

I was born & raised in Rescue, California. The Rescue Community Center has always been a huge part of my life and my family's lives. We have attended, literally, EVERY community event at the Center.

Please do all you can to keep this entity alive.

Jack Franklin  
P.O. Box 162  
Rescue, CA 95672

**Z 12-0004**

**S 11-0007**

Staff Report  
13-0821 J 42 of 150

Ron Briggs  
Supervisor  
El Dorado County

May 5, 2011

Dear Mr. Briggs,

I have been attending events at the Rescue Community Center since I was an infant. My Grandpa Chips is the one who started the RCC Mini Speedway. Me & my cousins all had radio controlled cars and spent many happy hours driving them at the Community Center. I only hope we can keep the Speedway so the next generation can enjoy it like we did.

Sincerely,

Lacey Franklin  
P.O Box 162  
Rescue, CA 95672

**Z 12-0004**

**S 11-0007**

Staff Report  
13-0821 J 43 of 150

> From: dianne gibbons <[kiagibbons@hotmail.com](mailto:kiagibbons@hotmail.com)>  
> Date: Wed, 27 Apr 2011 01:17:19 +0000  
> Subject: Rescue Community Center  
> To: [rescuecommunitycenter@gmail.com](mailto:rescuecommunitycenter@gmail.com)  
>  
>  
>  
>  
>  
> To The County of Ed Dorado:  
>  
> I am writing in regards to the Rescue Community Center in Rescue  
> California. The community center is of vital importance to the  
> residents of Rescue.  
>  
> When we moved here in 1964 it was used as an extension of Rescue  
> School. Our daughter attended second grade in the community center.  
>  
> We have attended weddings, receptions, funerals, dances and fund  
> raisers there. My retirement party was held there.  
>  
> The members of our community keep the building and grounds in  
> excellent condition (with out help from the county.)

Sincerely,

Dianne Gibbons  
April 27, 2011

**CAROL HAMPTON**

<annieh24@sbcglobal.net> Thu, Apr 28, 2011 at 3:11 PM To:

rescuecommunitycenter@gmail.com

[Reply](#) | [Reply to all](#) | [Forward](#) | [Print](#) | [Delete](#) | [Show original](#)

To:

County of El Drado

I am writing this letter in support of the Rescue Community Center and the proposed closure of the R/C race track.

I have attended numerous events at the Community Center and find it a valuable asset to the area surrounding Rescue, Cameron Park, etc. It is both convenient and in a good location. I think it would be tragic to see it close.

The R/C race track is great family fun. In these days of drive by shootings, home invasions and numerous other violent events, it is nice to have some place to go that is just fun. It is safe and provides family fellowship in a rather simple fashion. It is not expensive so many people can afford to take part in this hobby either as spectators or participants.

I would hate to see the R/C track closed and it would be a great lose to our community.

Sincerely

Carol Hampton  
3195 Bonanza Drive  
Cameron Park, Ca 95682

April 28/2011

**Z 12-0004**

**S 11-0007**

Staff Report  
13-0821 J 45 of 150

4/27/11

To Whom It May Concern:

Having made use of the community center for over 40 years, From club meetings, family reunions, weddings and funerals. Having a hub in Rescue is essential to community involvement.

Please, especially in these economic times where families need low cost entertainment. A safe venue to take their children which the race track provides, Which is also a major funding source to maintain the center, when charities are suffering in all communities. I can't for the life of me understand why anyone would deny this revenue from the Center.

I hope all will continue to maintain the lovely friendly place Rescue has always been, Lets not forget why alot of us chose this area to live.

Sincerely

Janice E. Hays

El Dorado County

RE: Rescue Community Center – Special Use Permit

I understand that there is a recent development with regard to a complaint being submitted to El Dorado County by an individual regarding the Radio Controlled Car Racetrack at the Rescue Community Center.

The Rescue Community Center has been in existence since 1951. I grew up in Rescue and the Community Center has been a place where residents gather for various occasions and events. My wedding reception was held at the Community Center in 1994 and there have been many such events that have taken place there since then. I can remember attending Vacation Bible classes and 4-H club meetings at the Community Center when I was a little girl. My mother, Ila Brazil, who was the Postmaster of Rescue, held dance parties at the Community Center during the 1960's. There have also been pancake breakfasts, memorial services and school classes held in the Community Center. As you can tell, the Rescue Community Center is a vital part of the Rescue community.

Over the years the dedicated people of Rescue have given tireless hours and effort into making improvements to the Community Center both on the inside of the building and on the outside of the building. Through all of the improvements, the cost of renting the Community Center for events has remained a fraction of the rents that one would have to pay anywhere else in close proximity to the Rescue community. Since its inception, the Rescue Community Center has operated on a non-profit, non-taxable basis. The improvements to the Community Center and the low rental costs to the community are in large part due to the steady stream of income that is derived from the Radio Controlled Car Race Track activities that are held there several times a month. Without this steady stream of income, it is my understanding that the Community Center will have to close its doors because the County of El Dorado now wants to impose a \$4,000 Special Use Permit in order for the Radio Controlled Car Racetrack to continue to hold events there. Please do not let the complaint of one individual seal the fate of the entire Rescue community. The Radio Controlled Car races are a fun, family-oriented activity that is enjoyed by participants and on-lookers alike. There is no violence or alcohol associated with their activities. This racetrack has been in existence for many years and has operated without incident. It would be a travesty if El Dorado County would let one individual, who is a new member of our community, affect all of us who have grown up here and have considered the Rescue Community Center a source of pride and vital to our continued community spirit. Therefore, I would hope that El Dorado County would waive the Special Use Permit and let the Rescue Community Center continue to operate as it has for 60 year.

Thank you for your consideration.

Doris Brazil-Horton

Email: [dhorton@ch2m.com](mailto:dhorton@ch2m.com)

To: [rescuecommunitycenter@gmail.com](mailto:rescuecommunitycenter@gmail.com)

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County of El Dorado:

I am writing in regards to the zoning issues that are adversely affecting the Rescue Community Center. I have been a frequent visitor to the R/C track that is on the Community Center site and it has always been a very positive experience. I have 2 boys that were in awe of all of the activity and races and the people that were so willing to teach them about their cars and what the racetrack meant to them. This was a great family environment that I think will be missed by the community. The community center would be at a loss without the revenue this track brings in and it is a focal point of the community. The Rescue Community Center doesn't receive any funding from El Dorado Co. and is totally self sufficient so why should this be taken away from them. The Community Center is a safe place for many events throughout the year. The boy scouts use it weekly, many rummage sales, hardware sales, etc would not have any place to go for these community type events. Please reconsider these zoning issues and save our Community Center.

Thank you

Lynne Iddings

P.O. Box 38

Rescue, CA 95672

530/677-6862

**Z 12-0004**

**S 11-0007**

Staff Report

13-0821 J 48 of 150



**Tammie Van Bebber**

<trvb623@hotmail.com> Thu, Apr 28, 2011 at 5:12 PM To:  
rescuecommunitycenter@gmail.com

[Reply](#) | [Reply to all](#) | [Forward](#) | [Print](#) | [Delete](#) | [Show original](#)

El Dorado County,

The Rescue community Center has become a respectable place to hold all kinds of community events, such as potlucks, weddings, family gatherings etc. It would be a shame if these events could no longer be held here. It has taken a lot of hard volunteered time to keep this center going and looking nice, as I would know. I am one with many others that has volunteered much of my time to help improve this center to make it what it is today. Not only does it offer a building to use, but also a back patio and a beautiful park to picnic and barbeque in. The park has been dedicated to my late grandfather (Halley Wing) who was respected very much by his community. It also offers a mini remote control car track which is enjoyed by many, not only our community, but outsiders from afar and is very family oriented. So as you can see it would be sad to lose a center that so many people use and enjoy.

I am one of the many people who have enjoyed using this Community Center and enjoyed the many events I and my family have attended.

Please keep the use of this Center operable.

Thank you for your time.

Tammie Van Bebber

**Z 12-0004**

**S 11-0007**

Staff Report

13-0821 J 49 of 150



**philandlindawilson@cal.net**

<philandlindawilson@cal.net> Mon, May 2, 2011 at 8:19 PM To:

**rescuecommunitycenter@gmail.com**

[Reply](#) | [Reply to all](#) | [Forward](#) | [Print](#) | [Delete](#) | [Show original](#)

To the County of El Dorado;

The Rescue Community Center is the heart of Rescue. Our community is like few others. Our friends and neighbors have gathered together to support our community and each other as situations arise over the years.

We have celebrated weddings and births, supported our elderly, and encouraged our youths. We have danced, laughed and cried together. Anyone who chooses to attend any function is always welcomed.

Our Community Center is very careful when allowing entertainment on the grounds. This is why my husband and I were so concerned when we were told of the County's decision to close the race track due to violations.

My husband and myself have attended a few of the events at the race track and have had a wonderful time. It was a very enjoyable family type atmosphere. There were several people who raced their cars and it was great fun to watch those little cars speed around that track!

My husband and I hope the County of El Dorado will reverse its' decision and allow the track to open once again.

Sincerely,

Linda Wilson  
1261 Jurgens Rd.  
Rescue, Ca. 95672

**Z 12-0004**

**S 11-0007**

Staff Report

13-0821 J 50 of 150

On 4/27/11, Bunny Wing <[iriscountry08@gmail.com](mailto:iriscountry08@gmail.com)> wrote:

EL DORADO BOARD OF SUPERVISORS

It has been brought to my attention that you have requested that the race track be required to obtain a special use permit. This puts a financial burden on the race track and the community center.

I came to this community in 1951 when the center was first being built. Over the year's I have watched how families struggled to keep it going. It has been a place that has held many activities such as weddings, dances, trap shoots, retirement parties, Sunday breakfasts, horse shows, a place for the 4-H and Boy Scouts to meet. It is a shame to take all of that away.

The Radio Remote control track is a safe place for children and their parents to spend time together.

My two girls went there when the RESCUE SCHOOL was over crowded.

It would be so sad to see all the hard volunteer work go away.  
PLEASE DON'T TAKE THIS FROM OUR COMMUNITY!!!

Bernice Wing  
4-26-11

**Patsy Wing**

<racingshimes@directcon.net> Wed, Apr 27, 2011 at 1:53 PM To:  
rescuecommunitycenter@gmail.com

County of El Dorado  
from Gene and Pat Wing

When the Rescue hall was built in 1896 by our forefathers the Community of Rescue had a place to gather and socialize and get to know their neighbors.

History repeated itself in 1951 when our fathers, friends and neighbors built the Rescue Community Center for the community gatherings in Rescue. The center also provided a temporary school for many years when the Rescue school burned to the ground. My husband and I both graduated from here in the middle 50's.

When my husband, friends and neighbors designed and built the R/C Speedway, it became a place where families, friends and everyone had a place to have fun and enjoy the little cars and staying in touch with our community. The revenues from the track keep the doors of the center open and provide family fun for everyone. Since we're a non profit organization, we the people of Rescue hope you reverse your decision and keep the track open, and the community center from closing its doors in the bad economical times. This is one of the life lines in our community which we all love and support. Please don't take away part of history.

Gene and Pat Wing

**Z 12-0004**

**S 11-0007**  
Staff Report  
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County Of El Dorado,

I am writing to you in hopes that the Rescue Community Center will remain available to our community.

As a native of Rescue, ( born & raised & a resident until just a year ago) I have very strong ties to my home town & the Rescue Community Center. I am the daughter of Vernon & Bunny Wing of Rescue, who both were raised in Rescue also. We as a family have attended & held many, many events at the Rescue Community Center, I even attended 1st or 2nd grade there.

I am going to list some of the many events that I have attended so that you will know how important the Rescue Community Center is for our community.

- 1) Wing family Christmas Gatherings
- 2) My sister's 25th Anniversary Party
- 3) My Great Aunts Retirement Party
- 4) My daughters dance class used the center for dance lessons (My daughter is now 27)
- 5) Community Dances
- 6) Fundraiser for my Dad, Vernon Wing
- 7) Pancake Breakfast fundraiser
- 8) A place to gather after funeral services for many friends & family

I have many fond memories at the Rescue Community, I think it is really a shame that it may be no longer available to the community, there are not many places in Rescue that our residents have to hold special events, & isn't that what's its all about supporting our community.

My hopes are you will put forth great efforts to keep the memories alive of the Rescue Community Center for future community events & gatherings.

Thank-you, Vernice Wing

## Rescue Community Center

<rescuecommunitycenter@gmail.com> Thu, Apr 28, 2011 at 9:02 PM Reply-To: rescuecommunitycenter@gmail.com To: Peggy Wunschel <peggyinrescue@yahoo.com>  
[Reply](#) | [Reply to all](#) | [Forward](#) | [Print](#) | [Delete](#) | [Show original](#)

On 4/28/11, Peggy Wunschel <peggyinrescue@yahoo.com> wrote:

The Rescue Community Center holds many fond memories for myself and my family.

My in-laws Louis and Dorothy Wunschel who are now deceased took pride in the fact that they have their own community center to hold birthday parties, anniversaries and Wunschel family reunions.

To me the center is very special.

When I drive by it I have all the memories of the years gone by and the time I spent there with my family.

The community center is the local place where Rescue residents and their friends can hold their events. The Boy Scouts of America hold their spaghetti dinner, which we always look forward to. We see neighbors and friends we know.

We are helping our Boy Scouts of America from our community.

Many of us have hectic lives still, but when we have the potluck dinner we visit with our neighbors. It's a time to be relaxed and catch up with one another. It is a very special time to be with them.

We also enjoyed the Valentine's dance. We always have so much fun. We have our little Community Center to go and have a good time dancing and enjoying the evening with our friends and neighbors.

It would be such a shame and so very sad not to have this very special place in our little town of Rescue.

As my son told me, "Mom this is our heritage."

Please do not take this away from us!

Thank You,  
Peggy Wunschel

**Z 12-0004**

**S 11-0007**

Staff Report  
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**Steve Donley**

show details 11:59 AM (33 minutes ago)

to me

To the County of El Dorado

It has come to my attention that there is a zoning issue that has closed down the Race Track located behind the Rescue Community Center.

I would like to offer my support in requesting the County reinstate the use of this facility and grant a waiver on the zoning requirement. My Son and I attend the Rescue Community Center on a regular basis for Boy Scouts and have attended as a spectator to watch the R/C cars races. It has been a great place for Adults and Youths to gather and participate in a clean wholesome activity in our community. Without its support, the Community Center is at risk and so would the gathering place for Boy Scouts.

I have also attached a letter from another supporter for your consideration.

Thanks,

**Steve Donley**

Estimator (Assistant Scout Master – Troop 700, DAD)

4340 Product Drive

Shingle Springs, CA 95682

Phone (530) 677-1022

Fax (530) 677-3984

sdonley@mcclone.net

www.mcclone.net

**Z 12-0004**

**S 11-0007**

Staff Report

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Dear El Dorado County Board of Supervisors,

When we moved to this area twenty one years ago, attending events at the Rescue Community Center was a means of integrating into this rural community. Over the years, the Center has been pivotal for us in keeping in touch with the community as well.

We've attended events at the Center that cross all age and interest groups, such as potlucks, dances, pancake breakfasts, as well as birthday parties, wedding receptions and family reunions.

The Center also provides a meeting place in Rescue for various club and organizations. Indeed, it is the only location in 'town' capable of handling large groups. Our family's weekly involvement for more than ten years was at the Center, because it is home for Boy Scout Troop 700. Their annual Spaghetti Dinner in May transforms the Center into an Italian terrace and is eagerly anticipated by the entire community. The Center helps El Dorado County by housing several voting precincts during elections.

The Rescue Community Center is at the core of any community identity with living in Rescue. We are proud of it, and we are proud that it serves the community.

However, the Community Center cannot stand alone. All the aforementioned events require a significant investment of resources for electricity, water, maintenance of the kitchen, the facility and the surrounding grounds, trash pickup, etc. The Center already has invested a substantial amount to ensure the kitchen is up to code according to the Department of Health, and the parking lot was recently renovated to make the Center more attractive and to meet code requirements for parking for the handicapped, etc.

Previous efforts of attracting revenue with a horse arena and increasing rental of the facility were not enough to ensure a steady income. No funding comes from taxpayers; the Center is totally self-supporting and non-profit.

The radio controlled track has proven to be the most reliable and sustaining source of income for the Center, and it is our hope it can continue as such. We often have stopped by when races were held, and we thoroughly enjoyed ourselves each time. The event always was well attended, usually by families with kids. Everybody was having a good time, and we never saw any rowdy behavior. Everyone was polite, the races were well organized, and the people there were enthusiasts needing a place to enjoy their sport.

Occasionally the races coincided with an event held inside the building itself, making it indeed a Community Center in all senses of the word.

We urge you to grant the Rescue Community Center the permit to reopen the race track. While the Rescue Community Center cannot afford the use permit fees, neither can it afford the loss of revenue from not having the permit.

Sincerely yours,

Mike and Debbie Hampton

**Z 12-0004**

**S 11-0007**

Staff Report

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**Pat Kennealy**

<pat.kennealy@eds.com> Thu, Apr 28, 2011 at 2:02 PM Reply-To: Pat Kennealy

<Pat.Kennealy@sbcglobal.net> To: rescuecommunitycenter@gmail.com

[Reply](#) | [Reply to all](#) | [Forward](#) | [Print](#) | [Delete](#) | [Show original](#)

To The County of El Dorado,

I write to you today to ask for your reconsideration of the zoning issue regarding the RC Race Track located at the Rescue Community Center. The issue has resulted in the closure of the track which impacts our small community.

My family and I use both the community center and the track on a regular basis. My son and I are in the Boy Scouts, Troop 700 located in the Rescue/Cameron Park community. Our troop spends quality time there teaching the boys in our community about citizenship, commradery, cooperation and community. The loss of the center would be a devastating blow to this effort, and would impede our goals of developing these youth into the community leaders of the future.

In addition, my family and I utilize the RC track as spectators of the organized racing events. To my knowledge this is the only place in our county for organized competitions of remote control cars. The loss of this venue would be a sad event for the many people that depend on the visitors. In addition, my son and many other children of our community have taken up this hobby. We currently practice on the track whenever it is available. This venue provides a safe and fun environment for the families to enjoy a spectator sport and/or participate in the hobby.

In conclusion, we are a small community of families that enjoy coming together at our community center. Whether it is Scouts, RC racing, a community potluck, or just a meeting to discuss recent events, we need to have a safe place for our families to gather. Please reconsider the zoning issue and help us continue living the small-town dreams.

Thank you for your consideration.

Pat Kennealy  
Troop 700  
Rescue, CA

**Z 12-0004**

**S 11-0007**

Staff Report

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**Lee, Jeff P** show details 11:27 AM (1 hour ago)

to me

County of El Dorado,

**I am writing this to express my support for the operation of the Rescue Community Center and the race track located there. I urge you to allow the reopening of the race track as soon as possible. The race track helps provide funding for the Community Center, which is also now at risk of closing. The impact of closing the Community Center would be significant to the surrounding community.**

**I have attended many events at the Rescue Community Center including community dinners (annual Boy Scouts spaghetti feed) and even a funeral reception. I am actively involved with Boy Scout Troop 700 and we use the Community Center for our weekly meetings and family events. There would be a significant negative impact to the Troop (approximately 100 families) if the Community Center was no longer available for use. This Troop is one of the best Troops in Northern California and includes families from all over western El Dorado County - Diamond Springs, El Dorado Hills, Cameron Park, Shingle Springs, and Rescue.**

**I have attended events at the race track and look forward to attending future events. It was fun to watch the races and a great atmosphere for families – my kids loved it. I have always thought that venue had growth potential and could support multiple uses.**

**Please support the operation of the race track and Community Center. It makes a positive impact on our community.**

**Thanks,**

**Jeff P. Lee**

BSA Troop 700

Intel Corporation

US Army

**Z 12-0004**

**S 11-0007**

Staff Report

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Diane Kirk &lt;rescuecommunitycenter@gmail.com&gt;

---

## Letter in Support of the Rescue Community Center

1 message

---

Mary Lynn Morgan <mlgmorgan@comcast.net>  
To: rescuecommunitycenter@gmail.com

Tue, Apr 26, 2011 at 5:39 PM

To: The Rescue Community Center Board of Directors

Dear Board Members,

We are writing this letter to show our gratitude and support of the Rescue Community Center's financial support of our son's Eagle Scout Project. This financial support was made possible in large part by the Rescue Mini Remote Control Speedway's events. We support the continued usage of the Rescue Community Center property by the RMRCS so that wonderful community projects and functions can continue there on site. Our son's project was to erect a brand new flagpole, concrete path to the pole, and a concrete area surrounding a memorial wall. The American flag waves there proudly today because of the financial support he got from the center and the speedway activities there.

We do hope that the center can continue to function as it has been for many years now, with the support of the raceway, a community and family-oriented activity.

Sincerely,  
Mr. and Mrs. Richard Morgan  
(530) 676-0866

winmail.dat  
2K

On 4/28/11, Rick Morgan <[richard.h.morgan@comcast.net](mailto:richard.h.morgan@comcast.net)> wrote:

> To: County of El Dorado

>

> re: Rescue Community Center – Family focal point for Rescue, CA

>

> I have been going with my son to the Rescue Community Center for about 10  
 > years now as part of Boy Scout Troop 700. The Center has been very  
 > supportive of the Troop and is the focal point of activities for the Troop.  
 > Not only does the Troop hold their weekly meetings there, but they also hold  
 > many other events there, the biggest of which is the annual Spaghetti Feed  
 > fund-raiser. For several years, the weekend of the Spaghetti Feed has  
 > coincided with a race weekend at the RC track. This has always amused me  
 > since the boys are always drawn to the racing and we have to refocus them on  
 > their Troop tasks. When the boys do go up to the racetrack area, they are  
 > always treated with respect and are welcomed into the area as eager  
 > spectators. As I have watched the racing and the work being done in the pits  
 > along with the boys, I have never witnessed anything other than a completely  
 > wholesome and family friendly environment. The boys always love to see the  
 > cars fly several feet through the air and usually land upright. There are  
 > always the miscues and flips that make the racing interesting, and allow for  
 > the boys to see a well run hobby as the racers put each other's cars back  
 > upright and on the track to continue the race. Lots of positive role  
 > modeling going on there and it is good for the boys in the Troop to see this  
 > modeled in an environment other than our own boy scouts meeting. Through the  
 > years, the impact of the wonderful environment at the Rescue Community  
 > Center has been so positive on my son that he wanted his Eagle Scout project  
 > to benefit the center. The directors of the center met with him multiple  
 > times to plan and execute the project. This gave him a chance to speak in  
 > front of and collaborate directly with adults in a setting that was safe and  
 > welcoming. Those are just a couple of examples of how the people of Rescue  
 > benefit from having a vibrant community center, and of how hard the  
 > directors of the Rescue Community Center are working to the benefit of our  
 > community.

>

> Since my son is now in college, my wife and I are still involved with the  
 > community center, going most recently to the potluck. We want to do what we  
 > can to ensure that the center remains a vibrant and wholesome place for  
 > families to gather, as it has for 60 years. The activities at the racetrack  
 > are an integral part of this experience. Please let us continue to enjoy  
 > this outlet for families and youth to gather and have fun with a hobby, and  
 > keep this activity in our community. Rescue Community Center is non-profit  
 > and totally self-supporting. Without the significant funding that the center  
 > receives from the racetrack, the center may have to shut down. That will  
 > leave a significant hole in the rescue community. Weddings, Troop meetings,  
 > and all the other meetings as well as the weekend racing will all have to  
 > move outside of Rescue, along with all the goodwill that is generated at the  
 > Rescue Community Center. All that will remain in Rescue will be a fire  
 > station and a post office (though that too may be gone soon). The city and  
 > history or Rescue could soon be all but forgotten.

>

> Respectfully yours,

> Rick Morgan

--- On Thu, 4/28/11, Todd Peiffer <[tpeiffer@voxns.com](mailto:tpeiffer@voxns.com)> wrote:

Date: Thursday, April 28, 2011, 1:21 PM

To whom it may concern

My name is Todd Peiffer and I am the scoutmaster of troop 700. We use the Rescue community center for our meetings and have done so for many years free of charge. Because of the radio control cars and the money they raise, it has allowed us to function at a low overhead creating more oppurtunities for boys in our area. Over the years we have never had one issue with the radio control people in fact many occasions they have been more than helpful. I Am typing this from my cell phone because I am out of area and I feel so strongly about this I wanted to get this out in time before tomorrows meeting.

Sincerely  
Todd Peiffer  
Scoutmaster  
Troop 700

From Todd's iPhone

**Z 12-0004**

**S 11-0007**  
Staff Report  
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**Christiana Shaw**

<christianashaw@yahoo.com> Fri, Apr 29, 2011 at 2:46 PM To:  
rescuecommunitycenter@gmail.com

County of El Dorado  
330 Fair Lane  
Placerville, CA 95667

To Whom it may concern:

I'm writing on behalf of my family in support of the Rescue Community Center and Radio Controlled Race Track at 4180 Green Valley Road in Rescue, CA. I recently learned that the community center may need to close due to re-zoning, and I wanted to express my concern to you about that.

My husband and I moved our family to this area from Los Angeles approximately 8 years ago and found ourselves embraced by a community that we thought no longer existed. We, like so many other families, have volunteered our time to help the same people and/or businesses that extended their support to us.

We're proud parents of two boys that are members of Boy Scout Troop 700, Chair the fundraising committee for the troop's fundraising events, and help coordinate various activities hosted by the troop so we understand the need for support from the community and the detriment that would result from not having it. Our troop alone uses the center 3 Wednesdays every month .. with an average of 30-40 families each Wednesday! This same facility is transformed into *A Night at Luigi's*, our annual and most successful fundraiser for the troop. We've witnessed the beauty it's become for the reception after a wedding, as well as the wonderful and warm potlucks hosted for community get-togethers.

The rescue community center has influenced the lives of so many and we would hate to see it closed due to funding simply because of a zoning issue for the racetrack. If this isn't reversed, we'll lose the very heart of our community and what keeps small towns 'small and friendly'. Please don't let that happen.

Sincerely,

Christiana & Dan Shaw  
and family

**Z 12-0004**

**S 11-0007**

Staff Report

13-0821 J 62 of 150

To The County of El Dorado,

Hello, my name is Wes Glaister. I own a home in Somerset and have been a resident of the county for more than a decade. I am writing this letter to urge you to allow the re-opening of the Rescue RC Racetrack. I am a full time Police Officer for a city in Amador County, so I understand the need for government to be responsive to resident complaint while still looking after what is the most beneficial decision for other members of the community. I also understand the reasons for satisfying the complaints of a couple nearby residents, but it would be a great loss to the rest of the surrounding community.

I have been racing at Rescue Mini-Speedway for the past few seasons. Last year my 12-year-old daughter, Becky, started accompanying me, and soon after, begun racing herself. She now has her own race truck and has been greatly looking forward to racing again this season in the novice class. The track provides a safe place for many people to gather on Sundays and pursue our hobby. The track is unique (at least in my experience) in that it is safe and family friendly enough to bring my 12-year-old daughter Becky and my 14-year-old daughter Shelby with me to race. Other tracks in Northern California are located in bad areas, (i.e. Union City and Antioch) and as such, Rescue is unique in what it provides. Further, the outside area tracks are not beginner friendly and do not have novice classes, further limiting my daughter Becky's ability to race. As for myself, RC car racing is very important to me. It is a way to blow off the stress and pressure from my job in a positive environment. I have been racing RC cars on and off since 1987 and racing is a major part of my recreation. I feel strongly enough about the need for Rescue's continuing existence to have donated some of my limited free time as well as my tractor for track construction for the past two seasons.

I have also noticed that when I come to the track to practice during the week that there are often kids there driving their RC cars with their older brothers or dads. Many of these people are not regular racers, so it is clear that the track draws and supports far more than just the weekend racing crowd. It is important to have a place for the young people to safely recreate, otherwise they tend to get themselves into trouble due to boredom. The actual benefit to El Dorado County from lower Sheriffs Department calls for service for vandalisms, trespassing, etc. from juveniles is difficult to estimate but is likely substantial. It is well know that a community needs a place for kids and juveniles to "play". Rescue provides much the same benefit as the local skate parks and city pools.

The track also brings in much needed business for the local community. As you are aware, the faltering economy has had a very negative effect on not only the local businesses but the local governments, as well. Race days at Rescue can bring over 25-50 entrants. We all buy gas to get to the track, food at the local restaurants or grocery stores, and, when needed, repair parts from the hobby shop in the Ace Hardware on Cameron Park Dr. Many of us are local residents, but I also know that many of the racers travel from the surrounding counties and sometimes from as far away as Reno and the Bay Area. This brings in much needed tourism and revenue for the county's businesses.

The track also supports the Rescue Community Center. Proceeds are used for the Community Center for projects and programs and to cover their overhead. Removal of the track would take away a major source of funding for the Community Center and would have negative ramifications within the community beyond just the affected racers.

In closing, I ask that you take into account all the people that closing the track will affect and not let the complaints of just a few people sway your decision on what is the best course of action. I know that the squeaky wheel gets the grease but as always, it is the silent majority that gets the shaft.

Thank you for your time,

Wes Glaister  
7070 Tigers Eye Rd  
Somerset Ca 95684  
530-306-5539

wgscpd@yahoo.com

**Z 12-0004**

**S 11-0007**

Staff Report

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To The County of El Dorado:

My name is Becky Glaister and I attend Pleasant Grove Middle School. I go to Rescue Raceway with my dad. I don't get to spend a lot of time with him because he is a police officer and works nights, and Rescue is the closest raceway to where I live. I got a new truck last summer and I love racing it. Also, when my dad is racing, I can walk around, wash my truck, or just sit. I don't live very close to my friends, so Rescue is a great way to get outside and hang out with my dad. If Rescue closed, I would just sit around outside and read. Please don't close it down.

Sincerely,

Becky Glaister  
7070 Tigers Eye Rd,  
Somerset Ca 95684

**Z 12-0004**

**S 11-0007**

Staff Report

13-0821 J 64 of 150



Dear Bruce & Lynne,

I wanted to send you an email expressing my excitement that the RC track in Rescue may get a chance to be back up and running.

As you know, I have been racing at Rescue the past 4-5 years. I live in Sacramento and unfortunately don't have anywhere else to race my radio controlled cars on a dirt oval or off-road track. I have always enjoyed the ability to go to Rescue on the weekends and meet with other people who share my same interests in the hobby. To me, the most fun is spent in the "pits" talking with everyone about their cars. The racing is just icing on the cake.

The thing about Rescue that is most impressive to me is the family atmosphere that you and your wife create during a race day. I have two daughters that are 10 and 12 years old. About 2 years ago, they each began taking an interest in rc racing. This allowed me to get them their first rc cars and begin racing. This is also about the time I brought them to Rescue, where they have raced regularly over the past few years. As a father, the ability to do things with your kids is priceless. My family tends to do most things together, so Rescue allows me to bring up the girls to race and my wife to watch. You and your wife have even created racing classes that is just for kids, a rarity in the rc community. I have very fond memories of the last year's race that involved about 8-9 kids all racing/having fun and the smiles on their faces. My two daughters still tell the story of their "big" win at Rescue that year! These are the types of things that will be sorely missed if Rescue is not allowed a chance to re-open.

The main reason we continue to show up at Rescue to race is because of atmosphere you have created. I am an overprotective father and I tend to judge places by whether they are good for kids to go or not. The Rescue track is always a fun place to go, because of your policy to not allow drinking, drugs and foul language on the premises. The racers also have a respect for your rules and therefore never seem to be a problem. Rescue is very well run and I have never seen any type of incident on their premises. I certainly hope that Rescue has a chance to start racing again. I have always enjoyed the times with my family and the ability to take them somewhere we can all be together and do something we enjoy. Certainly these are only toy cars, but the memories created last forever. It is my hope that this letter helps to better explain the need to get Rescue back!

Sincerely,

Brian Jacobsen

\*Aiken & Jacobsen\*\* \*

Attorneys at Law

725 University Avenue

Sacramento, CA 95825

(916) 977-3998 (office)

(916) 549-3994 (cell)

[www.Aiken-Jacobsen.com](http://www.Aiken-Jacobsen.com)

**Z 12-0004**

**S 11-0007**

Staff Report

13-0821 J 65 of 150

To El Dorado County,

I am writing in regards to Rescue R/C Speedway closing down. The track has helped me learn good sportsmanship, and helped me make friends. I have also learned technical skills and spent time with my dad and brother. If it is shutdown, I won't be able to race or spend time with my dad doing something we both enjoy.

I like to go and race at Rescue because I know that the race fees go to the community and it gives me a chance to contribute to the community.

This is the closest track to us, so if it's gone where will I race? Each time I go up there I get to interact with my friends that don't go to my school. I think the track closing will hurt the community financially because it won't get as much money. Whenever we go there we spend money at circle k or fast food.

I also like the fact that the track is a drug and alcohol free place. I feel safe when we go there.

That is why I think that Rescue R/C Speedway should not close.

Justin Colvin, Racer Age:12

**Z 12-0004**

**S 11-0007**  
Staff Report  
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To: El dorado County

My name is Myranda and I am 9 years old. I live with my mom and look forward to visiting my dad at the Rescue Community center Race track. I like spending time with my papa, my dad, my little brother, and all my friends.

When I heard the track was shut down I was bummed. I liked announcing who won the races from inside the booth on the microphone. I was also looking forward to my papa getting me my own R-C car so I could race this year. But now that the track got shut down I don't know if my papa is or isn't going to get me an R-C car because my papa hasn't raced for a while. So I hope you like this letter.

From,

Myranda

Z 12-0004

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Staff Report

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County of El Dorado;

Hi my name is Judd Jacober and I live in Citrus Heights Calif. I have been attending RC races at Rescue for over 12 or 13 years. I am part of the original group of racers that started racing at Rescue when it first opened.

We understood and appreciated the fact that this activity would help fund the Community Center. We always had huge turn outs on Rescue Days and will miss this very much if we lose this track. When my friend and I attended the races, approx. every other week during the season we always met for Breakfast in Cameron Park and to get sodas or ice that we would need during the day. Many times my wife and 87 year old Mother in Law would also come up to spend the day together and have lunch after church. This was always a great family affair with many of the racers children involved in the activities. I am hoping we will be able to continue to support the Rescue Community Center.

Thank You for your consideration in this matter.

Judd Jacober  
Citrus Heights Ca.

**Z 12-0004 S 11-0007**

Staff Report  
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To the County of El Dorado,

My name is James Mikoliczyk and I am writing this letter to show my support and continued support of the Radio Controlled (R/C) racing and Community Center in Rescue Ca.

I currently live in Reno Nevada, and have been involved in the R/C hobby since I was a kid. I came out West from the East Coast in '98 and wished to continue my beloved hobby of R/C racing. After a bit of time and searching I stumbled across a little track in Rescue Ca. Being that Reno had nothing to offer for those that enjoyed the hobby like I did, I adopted the Rescue track as that of my home, even though it was/is a two and a half hour drive to get there from Reno. From my very first visit to the Rescue track I was welcomed as if I was family.

With the track being located at a Community Center, I asked how that worked as I had not seen that type of setup before. I was informed that the R/C race program helped to fund the Center. That was/is a very good thing. It's not often that people use or support a Community Center anymore, more so with younger generations. Reminded me of the way things used to be when I was a kid growing up on the East Coast in Virginia. Something that I believe is sorely missed these days. While times have changed, there are still a few places that have that "old" time feel of days gone by. A place where parents could drop off their kids for the day and not worry about what they are going to be doing all day. A place where it was still safe for families and kids to be and not have to fear things were not going to be safe. The Rescue R/C track and Community Center is that place.

I have been able to watch some of the local kids grow up at the track. First getting dropped off by their parents and later driving their own car/trucks there to continue their hobby of R/C racing. Some have stayed around and some have left for other things in life. Some have even come back when they have kids of their own to show a new generation of what R/C racing in Rescue is all about. That I believe is a good thing. I would hope that more people would do things like that. Without that, places like Rescue would no longer exist. With places that are safe and drug free for kids and families becoming few and far between, we need to keep the places we do have. If not, what does that say about us as a society? Very little I think.

I have got many other racers from the Reno area to come over and race at the Rescue track. All who have come over have said it was worth the drive it took to get there. We have even had the local Reno Hobby shops help support some of the racing events held there. While the 20 or so of us that do make the tip might not sound like much, it all helps the Community Center and Community in general as we always patron the local businesses. From hotels, to gas stations, to restaurants, and just about anything else we may need to make our trip there that much more enjoyable. I know many of the Reno racers have been looking forward to racing at Rescue again and hope that will be sooner than later.

At the end of the day if I am willing to drive two plus hours to come and support the Center, track, and local businesses and bring more people there to enjoy what I have always enjoyed there in Rescue. I would hope that this letter does not fall on deaf ears and that the County of El Dorado will see the value of keeping a place like Rescue around for many years and generations to come. We simply cannot afford to let places like the Rescue Community Center and R/C race track fall by the wayside. The value is there, even if not all choose to see it or understand it. The value is that there are still places that kids can be kids in a safe environment. Where people still look out for each other's kids and property, where everyone knows each other and are willing to help each other. The way communities used to be and still should be, though often are not. If one cannot see or find the value in that, I have no other words that can describe that value.

Thank you for your time  
James Mikoliczyk

**Z 12-0004**

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**Name:** Eric Zimmerman

**Occupation:** Contract Analyst for the California Department of Corrections and Rehabilitation (10 years)

**Years involved in racing:** 17+

**Year going to Rescue:** 10+

I have been attending races at Rescue RC Speedway for going on 10 years or so now. Of all the tracks I have been to or raced at throughout California, Rescue is by far the most family oriented and family friendly facility.

The Pease family and the entire crew that run and maintain the facility are all very professional, polite, and civic minded. I have brought my father down to enjoy racing at the father's day race. I have brought both my niece and nephew to race on other occasions. I feel very comfortable bringing people of all ages, from 8 to 80, as this is a very family friendly facility. The track crew is also very conscientious towards the neighbors and surrounding area. In the past they have worked with the surrounding neighbors and modified the race schedule to accommodate the neighbors and to make sure everyone is happy and on the same page.

In my time attending races at Rescue, I have had the pleasure of taking part in other community oriented activities at the community center including the annual Rescue Days pancake breakfast. I have also been proud to be a part of, and contribute to, the many charitable activities that the Rescue RC Speedways helps with, including collecting and donating race proceeds to the Police Department for the Police canine unit, and raising money for breast cancer research.

In my (humble) opinion Rescue RC speedway is a world class facility that is a huge asset to the community and the region and it would be a sad day and a great loss if the facility was closed.

I am proud to be able to call Rescue RC Speedway my home track and look forward to attending many races there in the future.

Thank you

Eric Zimmerman

**Z 12-0004**

**S 11-0007**

Staff Report

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County of El Dorado,

I'm the owner of NorCal Internet Services; an El Dorado Hills based company, a member of the El Dorado Hills Chamber of Commerce, a sponsor of the Rescue R/C track and avid R/C enthusiast. I am writing to express my support for the Rescue Community Center and the R/C track they operate as a source of fundraising, and urge you to issue a Special Use Permit to allow the Community Center to re-open the track.

It's rare in today's day and age to find an operation like the Rescue Community Center's R/C Track. This is a very wholesome, family friendly environment, that is run by a group of people that run it for the love of providing a place for people to come, enjoy their hobby, spend time with friends and family, and help out the local community at the same time.

I've spent many weekends over the last five years with my 12-year old son at Rescue, spending time together, doing something we both enjoy. This year, my youngest son, who is 5-years old, is eager to join us. As former Law Enforcement, and a father of two young boys, a drug and alcohol free environment is important to me, and I found this at the Rescue facility. I've never had any concerns about my sons being exposed to "Bad" things while we were at the track. The operators of the facility work hard to ensure that the track is always family friendly and the results show the fruit of their efforts.

I also appreciate that my entry fees, and my company's donations, help support the Community Center. Knowing that our "Donations" help the Community Center continue to provide services to the local residents and provide a place for family gatherings or group events, at affordable rates, are very refreshing.

Certainly, the loss of the track as a fund raiser for the Community Center will have a devastating effect on the Center and its ability to provide services to the community. This would be a horrible loss to the Rescue community specifically, and the western portion of El Dorado County in general.

The loss of the R/C track will also adversely affect the local economy. When we travel to Rescue from our home in Citrus Heights, we often frequent many businesses in El Dorado County. We eat at local restaurants, buy gas at local gas stations, buy food at local grocery stores and support other local businesses in and around the track. In these tough financial times, certainly the fiscal impact on local businesses, and the potential loss of sales tax revenue to the County, is something that no one wants to see.

In closing, I would urge you to approve a special use permit for the Community Center. Family oriented outdoor activities are becoming harder and harder to find. We often complain that there is nothing for kids to do, or places for families to go to participate in activities that teach life skills such as sportsmanship, teamwork and friendly competition. The loss of this facility would be far reaching and touch many lives; both among the people that race there, and those in the community that benefit from the revenue generated to support the operations of the Community Center.

Thank you for your time.

Michael Colvin

**Z 12-0004**

**S 11-0007**

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My wife and I got back into racing RC Cars at Rescue, because of Bruce Pease. I met Bruce in the late 1980's and always like the way he conducted himself.

My wife Lori and I, enjoy racing at Rescue because of the family environment.

It is DRUG and ALCOHOL FREE. We all (the older racers) try to help out the young kids and the new to the sport.  
Bruce is the first to see if they need something.

For myself, I am handicap and Rescue is the only social environment that we have. Bruce makes sure that everyone has a good time, and that if there is a individual or group that has a issue or issues it is dealt with a firm but professional manner. There is "0" tolerance for abusive language and unsportsmanlike behavior, so there is a example set for our younger racer's.

Thank You for Your Time,

Mike and Lori Groundwater

Lincoln, California

**Z 12-0004**

**S 11-0007**

Staff Report

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County of El Dorado,

I am writing you to urge that you allow the Rescue Community Center to continue to operate their R/C track. I own Fast Track Hobbies, a hobby store in Rocklin, California, and although I do not race R/C cars, I do sponsor the Rescue track with product donations.

I have sponsored the track for two years. Obviously I sponsor the track in hopes of attracting additional customers to my business, but I also get satisfaction knowing that my donations go towards supporting the Community Center and helping the track operate and continue to provide services to the local community. In business, rarely do I get the opportunity to do any form of advertising that also allows me to give back to the community.

Many of my customers race at the Rescue facility and constantly rave about the family oriented atmosphere provided there. This was a major factor in my decision to become a sponsor of the Community Center's track. I also run a family oriented business, not only selling R/C products, but I also operate the largest Slot Car facility in California. One of our main areas of business is hosting birthday parties for kids of all ages. I could not allow my business to be associated with a facility that did not share my values and "Family Friendly" reputation.

In closing, I would once again urge that you allow the Rescue Community Center to continue to operate their R/C track. There are so few places for families to go and enjoy activities together nowadays, that to lose one that is as beneficial to the community as the Rescue R/C track would be tragic.

Thank you for your time,

Dwight Adamson  
Fast Track Hobbies

**Z 12-0004**

**S 11-0007**

Staff Report  
13-0821 J 73 of 150

April 26, 2011  
County of El Dorado  
Re: Rescue R/C Speedway

Dear County official(s):

I am writing you today as a resident of El Dorado County, in the town of Cameron Park, whom over the past twelve (12) years has called the R/C (Radio Controlled) track at the Rescue Community Center home.

I began frequenting the track in the late 1990's, when I lived in Sacramento County. I REALLY became an R/C enthusiast because of this track, the folks who run it and the family atmosphere that is created there. And, unlike most tracks I have attended over the years, I took a certain pride in knowing that my race fees, in part, help funding of the Community Center there. Simply put, I knew I was just not lining someone's pockets.

Being originally from outside the county, and now living in it, I have also seen what the racers bring to Rescue, Cameron Park, and the surrounding communities in the form of patronizing businesses within these communities. From gas, food and ice from convenience stores in the Cameron Park area, to local hotels and campgrounds when there are multiple days of racing, the racers who patronize this facility directly affect the local economy.

Furthermore, Rescue R/C Speedway a facility that I have been bringing my youngest son to since he was two (2) years old (he is now 6) because of the family friendly environment. I cannot speak to this enough, that I have a facility to go to in which I can introduce my PRIDE and JOY to not only the hobby that I love, but great people and families that frequent the speedway. The anti-drug and alcohol rules are STRONGLY enforced to help ensure that not only myself or my little one, but that everyone who is at the track can have a fun day at the track. This is the ONLY track where I can let my little one run around free without having to follow him every step of the way in fear that something, or someone, might harm him.

I could continue to go on and on about all of the positive aspects this track has personally brought to me and my family. It would absolutely be a devastatingly bad day if Rescue R/C Speedway were to be shutdown. I have been to over twenty (20) tracks throughout the years, and NONE offer the atmosphere, fun, friendship and family that Rescue R/C Speedway does. It would be a tragedy to the surrounding communities, the Rescue Community Center, racers and especially families if Rescue R/C Speedway were to close. PLEASE KEEP OUR TRACK OPEN.

Sincerely,

Brent J Riddles  
3154 Parkdale Lane  
Cameron Park, CA 95682

**Z 12-0004**

**S 11-0007**

Staff Report  
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To the County of El Dorado,

I have been racing at Rescue speedway for over 15 years now. I got into RC after going there with my 7 year old son. I never worried about him being there, and over the years, left him there by himself while I ran for lunch or back to our house in Shingle Springs for parts. Everyone always kept an eye on him for me.

He finally gave up racing when he entered high school and discovered girls, but I have spent many happy Sundays there, racing cars and talking with other racers, their wives, and with the younger racers, their parents or grandparents. As my grandsons get older, I hope to get them started. A competitive spirit is important as they grow older, as is sportsmanship. Good sportsmanship is learned by doing and by example.

As an engineer, I have always appreciated Bruce's warm but no nonsense approach to racing. I don't want to worry about my equipment being stolen by shady people and I certainly won't put up with being around people who are drinking or doing drugs. Thankfully, with Bruce running things and monitoring people I have never had to worry about any of these.

It is important for our youth to have places to go where positive values are enforced, but it is also important for us older residents to have a place to go as an outlet for our competitive spirit. Rescue speedway has been that place for me.

David Wright

4740 French Creek Rd

Shingle Springs CA 95682

**Z 12-0004 S 11-0007**

Staff Report

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To the County of El Dorado,

My name is Jim Lane I am a resident of Rescue I live on Deer Valley Rd.  
I race at the rec. center almost every race of the year. It gives me a  
chance to spend time doing something with my daughter that we both enjoy.  
I think it is good for the rec. center to help keep it open and  
maintain it. We have raced there for years and it is a good family fun  
sport.

It also helps our community, from the vendors to the convince stores.

The promoter does an excellent job running the races and keeping the track area clean and maintained.

I hope everything comes together and both parties can come to an agreement.

If you have any questions or need any more comments please call me.

Jim Lane

530-676-8914

**Z 12-0004**

**S 11-0007**

Staff Report

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April 23, 2011

To: County of El Dorado

Re: Rescue Community Center R/C Racetrack

I am sending this letter in support of reopening (and keeping open) the track at the Rescue Community Center.

I have been a regular at the track since it originally opened many years ago. Although I live in Sacramento, I would travel to Rescue on race days so that I could enjoy the facility and the company of good friends. My trips to Rescue would also include purchasing food, gas and other products from local merchants.

The track is a great family environment and it's satisfying to see so many young people participating with their parents and siblings. The track is alcohol-free and always has been. It provides clean, wholesome fun for all age levels. I am 67 years old and retired yet I have formed friendships with kids as well as adults at the track. Its closing would be a tremendous loss to myself and others who, for years, have looked forward to the comradery and friendly competition.

In conclusion, I hope that the County will see fit to allow the use of this facility on a going forward basis. I think it is an asset to the county and a stimulus to the local economy.

Sincerely,

Gene Keller

4313 Morpheus Lane

Sacramento CA 95864

**Z 12-0004**

**S 11-0007**

Staff Report

13-0821 J 77 of 150

To: County of El Dorado  
Re: Rescue raceway

People often wonder why neighborhoods go bad, crime rates go up, and families aren't as close as they were years ago. There are several reasons, but one reason is that places like Rescue Raceway aren't around. This is a place where fathers and sons look forward to coming every other weekend and spending good, clean, healthy fun, and giving a chance to bond. These places are becoming more and more scarce as time passes, and to see this place shut down will not just stop a race from happening but it's also shutting the door on a place for families to be together and have a great time.

I come all the way from Lincoln Ca. to enjoy this place and would hate to see it go.

Thank You,  
Paul Sanchez

**Z 12-0004**

**S 11-0007**  
Staff Report  
13-0821 J 78 of 150

County of El Dorado

My name is Leo Craft, I am writing this to show support for our local RC track in Rescue. My two daughters (Erin-10 Leah-12) started racing there in 2008, we are very saddened that the future of the track is in jeopardy.

The Rescue RC track provides a great alcohol and drug free environment for father daughter bonding and meeting other families and racers.

I like the fact that the race entry fees help the local community center and El Dorado County.

Many of the racers travel from other counties and states to race at the Rescue RC track. They spend their money here at our gas stations, restaurants and other businesses, money that would otherwise go to other counties or states. Without the Rescue RC track we and many other locals will have to travel to other counties or states to race, again another loss of revenue.

Closing the Rescue RC track would hurt the local community, El Dorado County, all the racers and my family. Please keep the track open!

Regards,  
The Craft family  
Leo Craft  
Leah Craft  
Erin Craft

**Z 12-0004**

**S 11-0007**  
Staff Report  
13-0821 J 79 of 150

Hi Bruce

I recently heard that there was a possibility that the Rescue track was in danger of being closed permanently. I live in San Jose California and have traveled to Rescue three times a year for the past several years. It is the one activity that my son and I look forward to, for the time that we spend together there, racing and seeing all of our friends. The family, no alcohol atmosphere provided at the Rescue track is outstanding. Knowing that a large percentage of the profits from the Rescue track goes to the community center and through them the surrounding community is always a plus when making the decision to race at the Rescue facility. If there is anything that my son or myself can do to help your effort to keep the Rescue facility open please don't hesitate to ask.

Rex and Mike Isham

**Z 12-0004**

**S 11-0007**

Staff Report

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To the County of El Dorado,

I am a resident of Placerville and have been racing at Rescue for several years. I enjoy racing and meeting new friends.

This is a great opportunity to meet friends from the area. This is the only track in the county and it would be a shame if it were to close down.

I think this track is important in creating a fun, safe, drug and alcohol free environment for kids and their families. I also believe in keeping the money in El Dorado county. Our fees help support the Rescue Community Center.

I am in the process of starting my own business (in El Dorado county), and I have met several business contacts from racing at Rescue. If this track was not there, I would have had a harder time meeting people, to grow my business in this tough economy.

I know how tight budgets are now, as I am the treasurer for Community Pride in Placerville and our budget is not receiving any funds from the city now. It would be a shame to see all these people that run at Rescue take their business to Sacramento or elsewhere.

- Tim Daviess  
Placerville

**Z 12-0004 S 11-0007**

Staff Report  
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To whom it may concern,

My Name is Josh Pease, I have been racing Radio controlled cars since I was 5 years old I'm now 27. I started at the bottom and moved my way up. Racing started out as a hobby for me and my father to spend time together. Over the years I got better at racing and earned sponsorships.

Throughout the years of racing I learned many things like how to help others, how to lose gracefully, and win gracefully. I always wanted to be able to race the next week and looked forward to the time my father and I was going to spend together so I did my very best in school and stayed away from the not so great crowds.

At my age of 27 going to the Rescue RC track is a way for me to spend time with my father.

I also have a 5 year old son that is very into the RC cars and has been going to the Rescue RC track with me since he was born. The track is like his second home. He always says he can't wait to go the track to see his pawpaw which is my dad. He has over the years learned how to make friends both older and his age. He has learned how to do small things to help with the track and is now learning how to win and lose gracefully.

The Rescue RC track has done lots for me and many other children, parents, and families. The track has always been a safe fun place for family's to go spend time together. I over the years have met many different people and have made many friends. If the Rescue RC Track were to go away for good, there would be a lot of people and kids affected as well as the small community of Rescue. Please let our track stay open.

Thank you for taking the time to read my letter.

Best Regard's  
Joshua Pease

**Z 12-0004**

**S 11-0007**  
Staff Report  
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County of El Dorado,

Hello my name is Jason Smith, and I am a RC racing enthusiast who frequents Rescue RC Raceway. In 2003 I made my first trip to Rescue Raceway to check out some racing action. I was immediately so impressed that I purchased my first Radio Controlled car the following week! The patrons at Rescue immediately made me feel at home, and mentored me in the art of racing. I cannot begin to explain how warm of an atmosphere I felt.

Bruce Pease, and the rest of the Rescue family introduced themselves to me, and helped me beyond belief in the sport.

At the time I started racing at Rescue, I was at a crossroads in life, and was very misdirected. I immediately felt I had a new family! I have been racing RC cars for eight years now, and the hobby has showed me the art patience, sportsmanship, and being detail oriented. These are skills I believe I have carried into my private life, and in my career. Without the friendship, and open armed mentoring I have received from my experiences at Rescue...I do not believe I would be as well rounded and as focused as I am today.

When I travel to Rescue I frequently see family's spending their time together at the track...learning, bonding, and having a great time! This really warms my heart.

I personally travel 3+ hours to race at Rescue (from Mariposa Ca) That is how much I enjoy this facility! I take pride in the fact I can visit a place that is drug free, and a fun easy going family environment. I also understand that the facility also helps support the community center...this also warms my heart, and makes me feel that I may be helping the community in a small way. I typically frequent your motels, restaurants, gas stations etc.... when I travel to Rescue up to and over seven times a year. I know many that travel to Rescue as well, who just like myself regularly contribute to your local economy.

I personally do not understand/or know why Rescue is closed/or may be closing.

The only thing I do know is that it would be very unfortunate for Rescue, and El Dorado County as well. Rescue RC Raceway is a very special and unique place which I believe adds to the character of your already beautiful county. The friends I have made through the years in my travels to Rescue are irreplaceable (some whom I believe I will know for the rest of my life) If the facility were to close I would miss my Rescue friends terribly!

I hope you decide to keep Rescue RC Raceway open. I do not believe the community center, or the county would be the same without it.

Sincerely,

Jason Keith Smith

**Z 12-0004**

**S 11-0007**

Staff Report

13-0821 J 83 of 150

\*Hello,\*

\*\*

\*This letter is to show my support for Rescue Rc Speedway. Having a hobby is a great diversion from the everyday stresses that life brings us. The Pease family has always done a great job creating a safe family atmosphere at the track. I have meet some great people and made some life long friendships at Rescue Speedway. It would be a shame to lose a place that supports the community with good healthy fun for all ages. Please Save Rescue.\*

\*\*

\*Sincerely,\*

\*\*

\*Phil Rodriguez\*\* age 49\*

\*\*

\*Livermore Ca.\*

\*\*

\*650-222-9697\*

**Z 12-0004**

**S 11-0007**

Staff Report  
13-0821 J 84 of 150

To whom it may concern,  
I have been racing at the Rescue Mini Speedway at the Rescue  
Community Center for nearly 8 years now.

This has been a great place to have clean family fun ever  
since I've been there. It's been drug and alcohol free the  
entire fun. It offers a place where the entire family can  
come together and get out of the house for a day of fun  
competition.

It's been brought to my attention that a "new" neighbor has  
come in and complained. Well to be honest I feel Rescue has  
been there first. Perhaps he/she should have done their  
homework on the house/land they purchased. Perhaps the  
community center and its activities should have been  
disclosed in his/her home purchase. Either way I do not see  
how this can be the fault of the RC raceway.

The local area really needs clean fun family activities such  
as this one. Racers like me travel from all over the area,  
some from out of state.

Best Regards,

Randy Pike  
916 990 8315

Randy Pike  
Product Research/Team Manager  
Team Tekin

**Z 12-0004**

**S 11-0007**  
Staff Report  
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County of El Dorado and to whom it my concern...I am concerned about the closing of this fine race track. I travel 2 1/2 hrs from Santa Rosa to go to this race track, (also bring my dog) also to meet up with friends from Sacramento and Reno, that helps

bring in a few extra bucks towards food, local Motels and fuel for our real cars, I have been coming up to the El Dorado area for about 12 years racing oval and off-road r/c cars, I have had lots of fun at the events put on by the track crew, I also have family that come out to visit me while I am there, Nephew and his wife and 3 children (and their friends)they live in Pollock Pines, I count on going there about 10 times a year. It would be a sad day to not go to the track to visit, play and have fun with family and friends...please keep the fun in this little community

Yours truly

Sherman K. Wong

**Z 12-0004**

**S 11-0007**

Staff Report

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To the County of El Dorado,

A little over two and a half years ago I was considering getting re-involved in RC racing after about a twenty year hiatus. At the suggestion of a local hobby shop owner who gave me a track flyer I visited the facility on two or three race days to see if this was something I wanted to do. I was and am interested in dirt oval racing. Those visits to the track completely convinced me that this was something I wanted to get involved with again.

What I found was a collection of family and community oriented folks who shared my love of racing. There were whole families enjoying both participating in and watching the races. It was not unusual to see an Easy-Up with mom, dad and the kids all working on their cars. What was equally impressive was the friendliness of the participants and their willingness to share information and suggestions. I was so impressed and encouraged that I now have my own Easy-Up and five different electric RC race cars. I'm back in a big way.

I was really sad and discouraged when I learned that the track was under attack by a couple of neighbors and might have to close down. Rescue with it's family/community atmosphere is unique among all the tracks I've been to up and down the state. It's also the only "loose dirt" track left in the state and provides thrilling one of a kind racing. The track also brings much needed business to the county. The several "big" races a year bring in entries with participants from as far south as Arizona, Southern California to Redding and Reno in the north and east. Many of these folks spend two or three nights in local hotels, motels and campgrounds and shop in our local stores.

Finally I think it will be an unnecessary tragedy if we lose this fun family and community oriented activity.

Frank Hainley  
1515 Sean Drive  
Placerville  
(530)622-8789

**Z 12-0004**

**S 11-0007**

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To County of El Dorado,  
My name is Lou Figueria,  
I am a contractor in Sacramento, who loves to race R/C cars on the weekend.

I was disappointed to find out that my favorite race track was closed down, and now I have to drive all the way to the Bay Area to race.  
I really like the Rescue track, because its close to home.

There are restaurants nearby that I always stop in to eat on my way home from a fun day of racing. And I usually stop at the gas station to fill up as well.

The Rescue R/C track is a non-profit track and the only one that I know of. I feel it's a good thing that our entry fee's we pay every other weekend goes to help the Community Center and the small community of Rescue, CA.

I have enjoyed watching all the younger children start out in a "Novice" class and learn this fine sport. This is the one track that really caters to the kids. The smiles that I see from them are heartwarming. I like the fact that everyone is like "Family." We all help each other when we may need a part and not have it. There's always someone to help any way they can.

It would really be a shame if the Rescue R/C track were to be closed down for good. Please allow our R/C Track to stay open.

Thank you for taking the time to read this.

Sincerely,  
Lou Figueria  
Sacramento, CA

**Z 12-0004**

**S 11-0007**

Staff Report

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To County Of El Dorado  
For Rescue Track Re-Opening,

I restarted racing about 2 years ago due to having to move back to this Area. I happened to be going by Rescue center when I saw several cars parked There, so I decided to stop in. Many years ago I knew of a track but had not really stayed up, so seeing a full off-road and oval track was shocking. I immediately got re hooked on the hobby and Bruce and some other people I had never met were very helpful and nice. I started racing immediately and made about 6 new friends right away.

I do not have many hobbies and there is not much social interaction or worthy hobbies one can do in this county. Even the kids who terrorized all over town growing up with skateboards and such got a park built for them. Just like any other group we need local places to have our hobby.

A track like this one benefits the community center itself plus the area businesses. When I race at Rescue I buy gas in the area, I eat in the area, I get parts from local stores. If there is no local track I have to travel to other places and none of my funds go to the area I live in but the ones I travel too. To me this is as simple as you can get building friendships, keeping the money local. This is a win for the community and the local race crowd.

Many times I see families racing together not just a solo guy but an actual family event, not many hobbies can say that but it is something an adult and child can enjoy at the same time.

I have for the last 2 years also donated my time and labor to help the organizer design and maintain track, I have also gone out and made sure the trash is picked up and the place looks presentable I get nothing for this. I just enjoy having a place to play and hang out with friends, while supporting the center.

Keeping this place open for all to enjoy is vital in these hard times lets not take away something that in no way shape or form hurts anyone.

Thank you for listening,  
Justin K W Wescott

**Z 12-0004**

**S 11-0007**

Staff Report

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To whom it may concern

I'm writing this in support of the R/C race track located in Rescue CA.  
I'm a long time R/C racer and consider Rescue my home.  
It is an extremely well ran program and has been a fun place for the whole  
family, young and old alike. It is much more than just a track, it is a  
place where we go to see friends new and old to enjoy the hobby that we love.  
It is much more than just a race track it's family !

Sincerely,  
Cary Wright  
wrightcd@frontiernet.net

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**S 11-0007**

Star Report

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County of El Dorado,

I've been racing for over 17 years now and have race a lot of tracks. Rescue to me is a great place to go. Working 5 days a week, Mon through Fri it's hard for myself to race on wed and Fri nights at the other local tracks. I look forward to racing at Rescue on the weekends. I try to race 2 classes knowing that the entry fees go to the community center. I especially enjoy the one race day that the community center has the pancake breakfast. We get there early to set up and then go have breakfast. All you can eat and all they ask for is for a donation. I was a repeat customer. I must of donated over 20 dollars to a good cause. I enjoy the company of my fellow racers. I know a lot of us come from out of town. I live in Elk Grove which takes me about 45 mins to get there. On the way we normally stop at the local gas station to get some ice and other things to munch on before we head to the track. I know that when I'm at the track and need help with my cars or anything else I can rely on the other racers for help. If the track closes I will have no other track to race at unless I want to travel 3 to 4 hours away. This would be a whole weekend event. When Rescue has its Harvest Classic Race it draws racer from all over even sponsored drivers. The competition is fantastic. A lot of people come to watch us race. We are always willing to help out any new racer that needs it even us old dogs need some help. Like I said before I enjoy the company and the scenery of Rescue. You can relax and enjoy your day at the race track.

Thanks for everything,

Cameron Eccel

**Z 12-0004**

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To: County of El Dorado  
From: Rescue RC track user-Andrew Wong

Dear County of El Dorado,

I am sending this letter to support the Rescue RC track and get it re-opened. I use it very often to have gathering with the other RC racers to share our RC knowledge and social gathering. My son and myself will need the track to have family activities. I travel from Sacramento to Rescue to support; consider gas is not cheap now. I still show my support as well as to the community center. I am sure they want the money from the racers entry fees when they race as well. I even participate in their garage sales to show support even when I don't really need the items that I bought.

If the track is closed, it's hard to maintain the friendship with the other racers, loss of family activities etc. When I travel to participate at the events, I eat at your local McDonald, buy gas at your local gas stations and most importantly buy RC parts from your local RC hobby shop inside the ACE hardware store. I am sure your local county does not want to loose these revenues. Our track is drug and alcohol free too.

I urge it to be re-opened again. Thanks for your consideration.

Andrew Wong

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To whom it may concern:

My husband and I travel from Nevada 3 hours away to race at Rescue every race weekend in the race season for the past 3 years. We go there to race because we love the atmosphere and the people that put it on as well as the people that race there. The atmosphere is friendly and family oriented, we don't have to worry about drugs or alcohol because there is none allowed.

The people that put it on are awesome; they do a great job of running and putting on the races as well as staying on schedule so we get done in a timely manner so we have plenty enough time to get home. We have meet and made lots of friends here in California because of the track. The people that race there are very friendly as well as helpful. My husband and I have shared a lot of great memories here at the track and are hoping to one day be able to bring our kids here and share the same great memories with them.

We also like the fact that all the proceeds go back into the center and the track to help maintain it and keep it looking nice. We like the fact that it is for the people in the community and it gives the kids something constructive to do and enjoy with or without their parents if they choose to. We have seen a lot of parents come to the track with their sons and daughters to enjoy the races and then come back and race the next race.

It would be a huge shame and loss to the community if it was no longer there. The local racers would not have a place to race as well as my husband and I. There are no tracks locally here in Nevada that run as well as Rescue does. Rescue's track is not just a track it has a lot of respect and good reputation that goes with it. It gives the community a great name and reputation. Where ever my husband and I go we talk about Rescue. We are always getting others from Nevada to come down and race with us, and have as much fun as we do.

My husband and I are asking for you to please keep the track open for the community.

Thank you for taking the time to read our letter and take it into consideration.

Sincerely,

Mike & Heather O'Connor

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Staff Report

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Daphinie Esrey  
25<sup>th</sup> April 2011  
3899 Lakeview Dr.  
Shingle Springs Ca 95682

To the County of Eldorado;

My Name is Daphinie Esrey I am 20 years old. I am writing this letter on Behalf of the Rescue R/C Speedway in Rescue CA. I have been attending Races at the Track since I was 14 years old, I have been racing at the track for the past two years. I race at Rescue because it is a Non-profit facility. Recently the track has been under fire and, has been shut down due to a neighbor who has concerns about the track and some of the activities that go on at races. The environment around the track and at the races is great there is no need for concern! The track is a family friendly environment and the people there look out for each other. Since I have been attending the track the men and women there have always looked out for me and have made sure that I am safe not just me but other racers as well. The track is a big part of my life I have met so many people and made so many friends at the track that it's like a second home to me. There are so many great people who attend races at Rescue Speedway I would hate to never be able to see them again. Many of our racers are from out of town and travel a long ways just to race at our track. I can't describe the feeling of being a part of a track that people go hours out of their way to come and race our track. If the track were to close permanently it would be a great loss to our community! The track provides children and their families a safe happy family friendly place to go on Sunday afternoons as well as the occasional Saturdays. The track is a **FREE to all** non racers community place for children and families to go and have fun without getting in trouble in a community where there isn't much to do on the weekends. There are many lessons children can learn from watching races at the track. I personally have learned a great deal by coming to the

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track. I have learned a lot about sportsmanship, how to accept defeat, how to do track layouts and, prepare for races. One of the many things I enjoy about the track is that I get to help prepare the track for t races. I get to help with track layouts, put up sponsor signs, organize races, announce for races, corner marshal during races, help with setup information, and much much more. The track provides a lot to the community more than what most people would think. The track collects entry fees for every race and from every racer. The entry fees help fund the Rescue Community Center which provides various community events every year. The track hosts a few two day races every year where we have people come from all over the state of California and even other states. These races help bring business to local companies such as gas stations, motels, restaurants and, grocery stores. If it weren't for these races at the Rescue Speedway the business would otherwise go to other counties. I hope that you take the time to consider what I have written in my letter and realize what a tragic loss this would be to the community and the people who attend the track if Rescue Speedway were to be permanently shutdown.

Sincerely,

Daphnie Esrey

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My name is Doug Erickson (aka Doogie )

I would hate for Rescue R/C to be shut down, It's a great place to race our toy cars.

#1 It's great to support the Rescue Community Center because of some of my entry fees go's to them!

#2 Bruce and Lynne throw a very well organized race with a great family atmosphere, It's drug and alcohol free !and the kid's really have a great time racing with their dad and mom, it's like baseball or football for kid's and you don't get hurt!!

#3 I have been coming up to rescue for 3yrs now from Escalon Ca. which is around 90miles and when I come up to rescue I stay at the local motel and eat breakfast, lunch and dinner at your restaurants and fill up my tank with gas.

#4 Rescue is the cats meow of race tracks in Northern Ca. and to shut down one of the best tracks that we race at there would be a lost of revenue for the Rescue Community Center, It's just a bad idea IMO !!

Thank you for your time!

Sincerely  
Doogie

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Dear County of El Dorado,

I am writing this letter to show the support of reopening the Rescue R/C Speedway.

I am living in Sacramento, in order to participate the racing events there. I need to drive at least one hour to rescue. I have done this hobby for the past 4 years and I have never quit it. I started this hobby because I can spend my family times there. My brothers and my brother son as well as my friends there. I have enjoyed every moment that we spent the time there. If rescue r/c speedway closed. I will not have that opportunity to have this kinda family gathering.

Furthermore, we usually ate lunch and dinner at the local restaurants at El Dorado County. And we have found couple family style restaurants there that we really enjoyed it.

Please consider to reopen this nicely area for many of us who will be spending the family activities there.

Thank you.

James Wong

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To whom it may concern,

It would be a shame to see a part of Rescue's 25+ year history of the Community Center and RC Race track disappear. It is a center where family and friends gather. A place where parents could bring their children to race toy cars and bond with others in the community. Long friendships have been built over time at this facility. Spectators cheer on loved ones, while kids and adults race together in sportsmanship of this healthy activity. We all know, there is not much left in this small community, which offers a safe hobby, which offers a way to keep young adults out of trouble and a way for adults to have some harmless fun.

It has been the coordinated efforts of Mr. Kirk Janco, a community leader in this sport, that has helped design, layout, construct and complete this RC Track. All participants of this sport have assisted in maintaining the track in keeping it clean, including the children at their choice to help (pushing dirt :).

My name is Stacy, MR. Kirk Janco's fiancé and spectator of this hobby. I have watched families as a team; participate in one aspect or another. I myself can tell you, that Jaden, our 7 year old with ADHD has developed better motor skills, hand eye coordination, respect for other racers and the joy of a hot dog after practicing hard. This bonding with his dad, Kirk has forever changed this little boy's life. As well, I could see this same bonding with other dad's and son's out there. This track was literally built and maintained on teamwork. Something this town sees little of.

Placerville has a track that the community embraces, which is EXTREMELY noisy.

Now, this little RC track in Rescue is nothing in comparison. Are we going to destroy a family event community center over one or two crabby neighbors whom complained? Really, what is the concern here? There are designated hours with signs posted. Races are limited to certain times of the year. This sport exists all over the state. Why is it an issue for Rescue.

Not to mention, this will also take business away from the small restaurant behind the community center building, which I can say I've given business to, as a spectator last season. I believe there needs to be good reason, for good argument or this track needs to remain as it is.

Thank you so much for your time and understanding.

Sincerely,  
The Kirk Janco family

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Kelly Sanders

25<sup>th</sup> April 2011

3899 Lakeview Dr.

Shingle Springs CA, 95682

To whom it concerns:

My Name is Kelly Sanders and I am writing to you about the recent closure of the R/C Track at the Rescue Community Center in Rescue. This is a great family facility that has been operating for 15 years I personally have been watching my daughters and their friend's race at this Non-Profit track for 6 Years now. It isn't fair that now because some neighbor has concerns about activities that presumably go on at races that the track has been closed. The track is a Drug and Alcohol free facility. This track gives the children in our community an opportunity to learn a new skill and to keep them out of trouble on the weekends in a town where there isn't much to do. This gives children the chance to learn what being a graceful loser or winner is like and it gives the children and adults the opportunity to make a career out of racing without this track some people may lose this opportunity. The people at the track are some of the best and nicest people you could ever meet. I have never had a problem with the people at the track and the environment at the track is nice and you always feel welcome there. The track is a non-profit facility all the funds from the entry fees go back to the community center in rescue so that they can host community events for families in our area. There are racers all over northern California and Nevada who come to rescue to Race because they love the environment and how the track is run. Racers from out of town also provide a lot of support to our community when they come down especially when the track host two day race events. The out of town racers provide support to the gas stations, hotels/motels, restaurants, banks and, grocery stores in our area. I can't

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imagine what would happen to our community with the closure of this track but, what I do know is that it would be a great loss and would leave a huge hole in both my daughters' lives. They are both 20 years old and have been racing for 2 and 4 years now I enjoy going down to the track and watching them race. The people at this facility are great I have enjoyed watching my daughters grow up and race at rescue they have meet great people whom I trust in keeping them safe and watching out for them.

Sincerely,

Kelly Sanders

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**S 11-0007**

Staff Report

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Dear County of El Dorado,

I write to you in an effort to persuade your decision to allow continued radio controlled model racing at the Rescue Community Center. From the outside, our little hobby may look like nothing more than a group of people playing with little toy cars in the dirt; but to myself and many, many more it is a safe haven for good clean fun.

I first discovered the track when I was around the age of 13 while looking for a place to drive my radio controlled car (r/c). Also, I was looking for a place to simply go and not have to worry about being ridiculed for one thing or another or fitting into a "cliché" or think about the situation of my parent's divorce, since at that point in time bullying and severe social repression had been a big factor in my life.

When I first brought my car to a race, I was about as "green" as possible; the paint scheme was done improperly and the car looked funny, everyone else (around 30 other people) had a nice EZ-UP tents and I came out with an umbrella that clipped to my wobbly card table that served as my pit area. Despite the obvious circumstances that surrounded that fact that I was just some kid that didn't know anything about everything, I was greeted with open arms and every question I had about the racing function and the hobby was answered without prejudice or condescension.

As I became a regular at the race track, I was met with encouragement at every hardship whether it is difficulty driving the track or setting the car up for the best handling. This sort of encouragement built strong friendships and built a strong sense of confidence, which at the time I had neither. I feel that it was this confidence, which was developed through the r/c community at Rescue, which helped me become a better person through grade school, helped me work my way through high school and on to my current trade after trade school.

Now that I am all grown up, I've noticed that nothing has changed out at the track with the exception of some grey hairs. It is still a great place to go for families even if they don't race; some families have even grown up with the r/c community.

I've been fortunate enough to witness multiple generations of racers come to be as well as been able to watch the community itself grow exponentially from those within this state as well as those from other states like Nevada.

The greatest part about the tracks fame as being THE premier racing facility in all of northern California is the fact that the place is still very open to new comers and still a great place for families to enjoy the friendly excitement of r/c racing. I myself have reached out to new comers and have coached them through racing and I have made many friends because of it.

The r/c racing scene also is a vital part of the Rescue Community Center because let's face it, I know from personal experiences that if it wasn't for the r/c track, no one would have even found out about the center with the exception of the locals. Other than notoriety, the center also relies on the income that the track brings in twice a month.

I'm not sure of how the money is split but I do know that the racing scene is non-profit and any money that comes in to the track goes straight into maintenance and repairs, but most of it goes to the center. If the community center permanently loses this income, it will not have money for needed upkeep costs or special costs incurred by natural disasters, vandalism or the occasional aesthetic renovation to make the property better. I believe that these renovations are vital to keeping the community center visually appealing so that people will want to use it.

If the Rescue Mini Speedway were to become closed for good I would be deeply saddened and also deeply disappointed due to the fact that all of the hard work and good history that I and many others had been a part of would be simply washed away for no good reason at all. This track means the world to me and its members and if it were to go away I probably would quit racing all together because Rescue R/C is such a good place to race and I've gotten so accustomed to racing in a good clean (and drug free) environment, that racing in the city just doesn't sound like something I want to do. I know

many others would feel the same way and I feel that with all of the racers going away, the local economy would suffer as well.

So to tie together all that I have said, I and many others grew up around the track and the track helped me as a person instrumentally. The track is a fantastic place where families can get outdoors and come to a drug and alcohol free zone and enjoy the "grass roots" excitement of friendly r/c racing.

I do sincerely hope that this letter will help your decision and I also hope that your decision leads to many continued years of good clean racing at the Rescue Community Center.

Sincerely,  
Trevor Hughes

**Z 12-0004**

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Thursday, April 28, 2011

County of El Dorado,

My name is Brooke Galloway; I am a mother of a 5 year old little boy who has grown up at the Rescue RC Track. He is looking forward to finally being able to race this year. He has waited a long 5 years! This race season my son will be a 3<sup>rd</sup> generation racer that Rescue R/C Track has produced!

Rescue R/C is such a wonderful family and friendly environment. I wouldn't want any other track for my son to race at! I love that's it's a drug and alcohol free environment and it's perfect for a family to spend their Sunday afternoon. The Team member bring that environment out in the racing and in the racers, they are such a true blessing to Rescue Community Center, people really should take note.

I remember last season my son really wanted to raced, but because he was just too little, he couldn't. He had a Toy car, so the Announcer allowed my son to do (pretend) laps. The Announcer would call out the laps my son had done, just like the real racers. As he was finishing up the pretend laps, everyone was cheering and clapping. (As if he was really racing!) My son came off the track with such a big smile! To this day, it's a highlight he still talks about. These Team members should be honored in the Rescue Community and I know they are!

Rescue R/C attracts the locals to come down and watch the races as well. Several times during the event season, the local Fire Department guys will come and watch the races. Motorcycle riders, riding by enjoying the weather stop in to see what's going on and end up hanging out, enjoying a race before heading out enjoying their day! Perfect for anyone!

The great thing that Rescue RC Track does, it brings attention to the other local events in the community. They try to schedule some of their events so the out of town racers can come up to Placerville Speedway after a day of R/C Racing. They have even given out race passes to Placerville Speedway.

Rescue R/C Track is a wonderful place for young and old at heart. A place for families to plan a fun day of wholesome racing. A place for young kids to learn sportsmanship.

I don't know what would happen to Rescue Community Center would be without Rescue RC TRACK!

Thanks for listening,

Sincerely,

Brooke Galloway (a mother and Girlfriend Of two Racers!)

**Z 12-0004**

**S 11-0007**

Staff Report

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April 27, 2011

El Dorado County Development Dept.  
To Who It may concern.

The Rescue Community Center is a very special place. I was born in Rescue, and have spend much of my time at the Center, preparing for different events, Weddings, memorials, dances, where the 4-H's and Boy Scouts meeting are held.

The Center was Grandfathered in 1976, and due to a complaint from 1 resident, you are taking away the community to use after 60 years of everyone to use.

Our race track is one of our big money events, and a place for <sup>the</sup> family to spend their weekends.

We all work in remodeling, making it a great place to have functions, and show our love for the center. Dont take it away.

The park is a very special, as it was build to honor my father "Halley Wing". He Loved the area and did so much to make it nice for anyone to use.

Margaret Krantz (Wing)  
677-8994. 4/27/2011

Nancy Andrews  
Halley Miller  
Blayd V. Kelley

Lou (Wing) Kelley  
Mike Davis

Z 12-0004

S 11-0007



To whom it may concern;

I AM writing to express my dissatisfaction over the attempt to impose a special use permit on the remote control race track at the Rescue Community center. The center is operated with/by volunteers and is self supporting. It has served the local community for decades in numerous ways and does not use government money... The Race track has been in use as long as I've been in the Area (22 years) and I can hear the activity from my yard, and AM not offended. I think it's totally unfair to require a permit at the cost of \$4000.00 to operate an activity that has occurred within the community for as long as it has. Such an expense would certainly have an impact on the financial stability of the Community center. In a democracy the will of the many should outweigh the desires of a few... I hope you decide to waive or dramatically reduce any permit fee.

Z 12-0004

S 11-0007

Sincerely Tom Mercure  
2407 Pixon Rd.  
Rescue

**Exhibit M**

**MITIGATED NEGATIVE DECLARATION**

**FILE:** Z12-0004/S11-0007

**PROJECT NAME:** Rescue Community Center

**NAME OF APPLICANT:** Rescue Community Center/Tim Closner

**ASSESSOR'S PARCEL NO.:** 069-160-16

**SECTION:** 23 **T:** 10N **R:** 9E

**LOCATION:** The project is located on the south side of Green Valley road approximately 300 yards west of the intersection with Deer Valley Road in the Rescue area, in El Dorado County

- GENERAL PLAN AMENDMENT:** FROM: TO:
- REZONING:** FROM: Estate Residential Five-Acre (RE-5) TO: Recreational Facilities (RF)
- TENTATIVE PARCEL MAP**  **SUBDIVISION TO SPLIT** ACRES INTO LOTS  
**SUBDIVISION (NAME):**
- SPECIAL USE PERMIT TO ALLOW:** Special Use Permit to allow the expansion of a non-conforming use to include the conversion of a horse arena to a remote control car race track as part of an existing non-conforming community center.
- OTHER:**

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**REASONS THE PROJECT WILL NOT HAVE A SIGNIFICANT ENVIRONMENTAL IMPACT:**

- NO SIGNIFICANT ENVIRONMENTAL CONCERNS WERE IDENTIFIED DURING THE INITIAL STUDY.**
- MITIGATION HAS BEEN IDENTIFIED WHICH WOULD REDUCE POTENTIALLY SIGNIFICANT IMPACTS.**
- OTHER:**

In accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), State Guidelines, and El Dorado County Guidelines for the Implementation of CEQA, the County Environmental Agent analyzed the project and determined that the project will not have a significant impact on the environment. Based on this finding, the Planning Department hereby prepares this MITIGATED NEGATIVE DECLARATION. A period of thirty (30) days from the date of filing this mitigated negative declaration will be provided to enable public review of the project specifications and this document prior to action on the project by COUNTY OF EL DORADO. A copy of the project specifications is on file at the County of El Dorado Planning Services, 2850 Fairlane Court, Placerville, CA 95667.

**This Mitigated Negative Declaration was adopted by the Board of Supervisors on \_\_\_\_\_.**

\_\_\_\_\_  
Executive Secretary



**EL DORADO COUNTY PLANNING SERVICES**  
**2850 FAIRLANE COURT**  
**PLACERVILLE, CA 95667**  
**INITIAL STUDY**  
**ENVIRONMENTAL CHECKLIST FORM**

**Project Title:** Z12-0004/S11-0007 Rescue Community Center

**Lead Agency Name and Address:** El Dorado County, 2850 Fairlane Court, Placerville, CA 95667

**Contact Person:** Aaron Mount

**Phone Number:** (530) 621-5355

**Applicant's Name and Address:** Tim Closner, President Rescue Community Center, PO Box 387, Rescue, CA 95672

**Project Location:** The project is located on the south side of Green Valley road approximately 300 yards west of the intersection with Deer Valley Road in the Rescue area, in El Dorado County.

**Assessor's Parcel Numbers:** 069-160-16      **Acres:** 4.012 acres

**Section:** 23      **T:** 10N    **R:** 9E

**General Plan Designation:** Medium Density Residential (MDR)

**Zoning:** Estate Residential Five-Acre (RE-5)

**Description of Project:** The proposed project consists of the following requests:

1. Rezone from Estate Residential Five-Acre (RE-5) to Recreational Facilities (RF), and
2. Special Use Permit to allow the expansion of a non-conforming use to include the conversion of a horse arena to a remote control car race track as part of an existing non-conforming community center.

**Surrounding Land Uses and Setting:**

	<b>Zoning</b>	<b>General Plan</b>	<b>Land Use/Improvements</b>
<b>Site</b>	RE-5	MDR	Residential/Community Center.
<b>North</b>	RE-10	MDR/C	Residential/Single Family Residential
<b>South</b>	RE-5	LDR	Residential/Single Family Residential
<b>East</b>	RE-5	MDR	Residential/Church
<b>West</b>	RE-5	MDR	Residential/Single Family Residences

**Briefly describe the environmental setting:** The developed parcel is at an elevation of approximately 1,200 feet above sea level in the Rescue area. Improvements include a 2,590 square foot event building with a large attached covered patio and associated parking and landscaping and an existing equestrian arena that has been converted to a remote control scale car race track with viewing and drivers stands. Access to the site is directly from Green Valley Road which is a County maintained road.

**Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement)**

3. Building Services-Building and grading permits.
5. Rescue Fire Protection District-Review of conditions of compliance.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

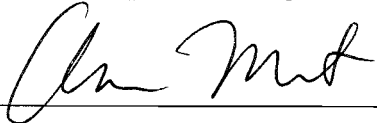
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

Aesthetics		Agriculture and Forestry Resources		Air Quality
Biological Resources		Cultural Resources		Geology / Soils
Greenhouse Gas Emissions		Hazards & Hazardous Materials		Hydrology / Water Quality
Land Use / Planning		Mineral Resources	X	Noise
Population / Housing		Public Services		Recreation
Transportation/Traffic		Utilities / Service Systems		


**DETERMINATION**

**On the basis of this initial evaluation:**

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and 2) has been addressed by Mitigation Measures based on the earlier analysis as described in attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects: a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION**, pursuant to applicable standards; and b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or Mitigation Measures that are imposed upon the proposed project, nothing further is required.

Signature:  Date: 2-15-2013

Printed Name: Aaron D. Mount For: El Dorado County

Signature:  Date: 15 Feb. 2013

Printed Name: Peter Maurer For: El Dorado County

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## **PROJECT DESCRIPTION**

### **Introduction**

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts resulting from the proposed multifamily residential project.

### **Project Description**

Rezone from RE-5 to Recreational Facilities (RF); and Special Use Permit to allow the expansion of a non-conforming use to include the conversion of a horse arena to a remote control car race track as part of an existing non-conforming community center.

All by right uses as a result of the rezone request have been evaluated within this initial study.

### **Project Location and Surrounding Land Uses**

The 4.012-acre site is located on south side of Green Valley Road 300 yards west of the intersection with Deer Valley Road, in the Rescue area and is located within the Rescue Rural Center Planning Concept Area. The surrounding land uses include existing single-family residential development and a church to the east

### **Project Characteristics**

1. Transportation/Circulation/Parking

The primary access to the site would be from one direct encroachment onto Green Valley Road. The Rescue Fire Protection District and the El Dorado County Department of Transportation (DOT) have reviewed the proposed on-site and off-site access and circulation proposed for the project. The Fire District found the existing driveway circulation plans to be adequate for safe emergency ingress/egress; and access width and surfacing.

2. Utilities and Infrastructure

The project was developed in 1951 and all necessary utilities and infrastructure requirements have been met

3. Construction Considerations

No new construction is proposed as part of this project. Existing unpermitted structures would require approval of building permits.

### **Project Schedule and Approvals**

This Initial Study is being circulated for public and agency review for a 30-day period. Written comments on the Initial Study should be submitted to the project planner indicated in the Summary section, above.

Following the close of the written comment period, the Initial Study will be considered by the Lead Agency in a public meeting and will be certified if it is determined to be in compliance with CEQA. The Lead Agency will also determine whether to approve the project.

## **EVALUATION OF ENVIRONMENTAL IMPACTS**

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not

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- apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
  3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is a fair argument that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
  4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of Mitigation Measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the Mitigation Measures, and briefly explain how they reduce the effect to a less than significant level.
  5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    - a. Earlier Analysis Used. Identify and state where they are available for review.
    - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    - c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
  6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
  7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
  8. The explanation of each issue should identify:
    - a. The significance criteria or threshold, if any, used to evaluate each question; and
    - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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**ENVIRONMENTAL IMPACTS**

<b>I. AESTHETICS. <i>Would the project:</i></b>			
a. Have a substantial adverse effect on a scenic vista?			X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X
c. Substantially degrade the existing visual character quality of the site and its surroundings?		X	
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X	

**Discussion:** A substantial adverse effect to Visual Resources would result in the introduction of physical features that are not characteristic of the surrounding development, substantially change the natural landscape, or obstruct an identified public scenic vista.

- a. **Scenic Vista:** The project site and vicinity are not identified by the County as a scenic view or resource (El Dorado County Planning Services, El Dorado County General Plan Draft EIR (SCH #2001082030), May 2003, Exhibit 5.3-1 and Table 5.3-1). There would be no impacts anticipated.
- b. **Scenic Resources:** The project site is not located near any roadway that is classified as a State Scenic Highway (California Department of Transportation, California Scenic Highway Program, Officially Designated State Scenic Highways, ([http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/scenic\\_hwy.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm))). There are no trees or historic buildings found that have been identified as contributing to exceptional aesthetic value at the project site. There would be no impacts anticipated.
- c. **Visual Character:** The proposed project is a use expansion of an existing community center that has existed since 1951. No new development is proposed. Impacts would be less than significant.
- d. **Light and Glare:** If approved as proposed, the project would not install any new lighting. Use of any future lighting, security lighting and spot lighting for buildings would be required to meet the County lighting ordinance and to be shielded to avoid potential glare affecting day or nighttime views for those that live or travel through the area. Impacts would be anticipated to be less than significant.

**FINDING:** For the “Aesthetics” category, the thresholds of significance would not be exceeded. As conditioned and with adherence to County Code, no significant environmental impacts not anticipated by the General Plan for multifamily uses to aesthetics would result from the project.

**II. AGRICULTURE AND FOREST RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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compiled by California Department of forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forrest Protocols adopted by the California Air Resources Board. Would the project:			
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Locally Important Farmland (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?			X
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			X
d. Result in the loss of forest land or conversion of forest land to non-forest use?			X
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X

**Discussion:** A substantial adverse effect to Agricultural Resources would occur if:

- There is a conversion of choice agricultural land to nonagricultural use, or impairment of the agricultural productivity of agricultural land;
  - The amount of agricultural land in the County is substantially reduced; or
  - Agricultural uses are subjected to impacts from adjacent incompatible land uses.
- a. **Farmland Mapping and Monitoring Program:** Review of the Important Farmland GIS map layer for El Dorado County developed under the Farmland Mapping and Monitoring Program indicates that the proposed project site is not classified as farmland. Review of the General Plan Land Use Map for the project area indicates that the project site is designated as Medium Density Residential (MDR) and is not located within or adjacent to lands designated with the Agricultural Districts (A) General Plan Land Use Overlay. As such, no conversion of farmland would occur.
- b. **Williamson Act Contract:** The property is not located within a Williamson Act Contract and the project would not conflict with existing zoning for agricultural use, and would not affect any properties under a Williamson Act Contract. There would be no impacts.
- c. **Conflicts with Zoning for Forest/timber Lands:** No conversion of timber or forest lands would occur as a result of the project. There would be no impacts.



Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- d. **Loss of Forest land or Conversion of Forest land:** Neither the General Plan nor the Zoning Ordinance designate the site as an important Timberland Preserve Zone and the underlying soil types are not those known to support timber production. There would be no impacts.
- e. **Conversion of Prime Farmland or Forest Land:** The project would not result in conversion of existing lands designated by the General Plan and zoned for agricultural uses. The project site is designated for MDR land uses by the General Plan and is zoned for residential development. There would be no impacts.

**FINDING:** This project would not be anticipated to have a significant impact on agricultural lands, convert agricultural lands to non-agricultural uses, nor affect properties subject to a Williamson Act Contract. For this "Agriculture" category, no impacts would be anticipated.

<b>III. AIR QUALITY. <i>Would the project:</i></b>			
a. Conflict with or obstruct implementation of the applicable air quality plan?			X
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X
d. Expose sensitive receptors to substantial pollutant concentrations?			X
e. Create objectionable odors affecting a substantial number of people?			X

**Discussion:** A substantial adverse effect on Air Quality would occur if:

- Emissions of ROG and No<sub>x</sub> will result in construction or operation emissions greater than 82lbs/day (See Table 5.2, of the El Dorado County Air Pollution Control District – CEQA Guide);
- Emissions of PM<sub>10</sub>, CO, SO<sub>2</sub> and No<sub>x</sub>, as a result of construction or operation emissions, will result in ambient pollutant concentrations in excess of the applicable National or State Ambient Air Quality Standard (AAQS). Special standards for ozone, CO, and visibility apply in the Lake Tahoe Air Basin portion of the County; or
- Emissions of toxic air contaminants cause cancer risk greater than 1 in 1 million (10 in 1 million if best available control technology for toxics is used) or a non-cancer Hazard Index greater than 1. In addition, the project must demonstrate compliance with all applicable District, State and U.S. EPA regulations governing toxic and hazardous emissions.

- a. **Air Quality Plan:** El Dorado County has adopted the *Rules and Regulations of the El Dorado County Air Pollution Control District*, (February 15, 2000), establishing rules and standards for the reduction of stationary source air pollutants (ROG/VOC, NO<sub>x</sub>, and O<sub>3</sub>).

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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Although not proposed, any activities associated with the grading and construction of this project would pose a less than significant impact on air quality because the El Dorado County Air Quality Management District (AQMD) would require that the project implement a Fugitive Dust Plan during grading and construction activities. Such a plan would address grading measures and operation of equipment to minimize and reduce the level of defined particulate matter exposure and/or emissions below a level of significance.

- b. **Air Quality Standards:** Although not proposed, the project could create air quality impacts which may contribute to an existing or projected air quality violation during construction. Construction activities, project related and those anticipated in the future, include grading and site improvements, for roadway expansion, utilities, , and associated on-site activities. These activities are typically intermittent and for short time frames in days. Construction related activities would generate PM10 dust emissions that would exceed either the state or federal ambient air quality standards for PM10. This is a temporary but potentially significant effect. With the implementation of standard County measures, including requiring a Fugitive Dust Plan during grading and construction activities, the project would have a less than significant impact on the air quality.

Operational air quality impacts would be minor, and would cause an insignificant contribution to existing or projected air quality violations. Source emissions would be from vehicle trip emissions, natural gas and wood combustion for space and water heating, landscape equipment, and consumer products. Those effects would be anticipated to be typical of multifamily residential uses for lands designated and anticipated by the General Plan for multifamily residential uses. Impacts would be anticipated to be less than significant as measured with current air quality standards.

- c. **Cumulative Impacts:** By implementing typical conditions that are included in any building permit, the project would be anticipated to have a less than significant level of impact in this category. This assessment analyzed the potential project-specific impacts. The conditions are implemented as part of a Fugitive Dust Plan (FDP) to be reviewed and approved by the AQMD prior to and concurrently with the grading, improvement, and/or building permit approvals would manage heavy equipment and mobile source emissions, as well as site disturbance and construction measures and techniques. Impacts would be anticipated to be less than significant.
- d. **Sensitive Receptors:** The CEQA Guide identifies sensitive receptors as facilities that house or attract children, the elderly, people with illnesses, or others that are especially sensitive to the affects of air pollutants. Hospitals, schools and convalescent hospitals are examples of sensitive receptors. The project would be surrounded by residential and a church, by implementing ADMD Rules 223, 223-1, a Fugitive Dust Control Plan, as well as implementing typical conditions for the development of the site as it relates to pollutant concentrations based on Environmental Management rules, regulations, and standards, the impacts associated with this category would be anticipated to be less than significant.
- e. **Objectionable Odors:** Table 3-1 of the *El Dorado County APCD CEQA Guide* (February, 2002) does not list the proposed recreational uses as uses known to create objectionable odors. Impacts would be anticipated to be less than significant.

**FINDING:** The proposed project would not affect the implementation of regional air quality regulations or management plans. The project would result in increased emissions due to construction and operation; however existing regulations would reduce these impacts to a less-than-significant level. The proposed project would not be

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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anticipated to cause substantial adverse effects to air quality, nor exceed established significance thresholds for air quality impacts, that were not anticipated by the General Plan for areas designated for residential uses. As such, the proposed recreational uses would have a less than significant impact in this category.

<b>IV. BIOLOGICAL RESOURCES. <i>Would the project:</i></b>			
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X

**Discussion:** A substantial adverse effect on Biological Resources would occur if the implementation of the project would:

- Substantially reduce or diminish habitat for native fish, wildlife or plants;
- Cause a fish or wildlife population to drop below self-sustaining levels;
- Threaten to eliminate a native plant or animal community;
- Reduce the number or restrict the range of a rare or endangered plant or animal;
- Substantially affect a rare or endangered species of animal or plant or the habitat of the species; or
- Interfere substantially with the movement of any resident or migratory fish or wildlife species.

a. **Special Status Species:** The project parcel was developed in 1951 and no physical expansion is proposed. There would be a low potential of impacts on special status species, therefore impacts would be less than significant.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- b-c. **Riparian Habitat, Wetlands:** No wetland features are located on the project parcel. The proposed use areas would not impact a habitat considered to be a sensitive riparian habitat or wetland. Impacts would be less than significant.
- d. **Migration Corridors:** Review of the California Department of Fish and Game California Wildlife Habitat Relationship System indicates that there are no mapped critical deer migration corridors on the project site. The project would not be anticipated to substantially interfere with the movement of any native resident or migratory fish or wildlife species or with any established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites, significantly more than exists today. The project site was previously developed, with no continuous bands of vegetation in the surrounding area. Impacts would be less than significant.
- e. **Local Policies:** El Dorado County Code and General Plan Policies pertaining to the protection of biological resources would include protection of rare plants, setbacks to riparian areas, and mitigation of impacted oak woodlands. There are no impacts to oak trees, nor any wetlands features located within the parcel boundaries. Impacts would be less than significant.
- f. **Adopted Plans:** This project, as designed, would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There would be less than significant impacts in this category.

**FINDING:** For the “Biological Resources” category, the thresholds of significance have not been exceeded and no significant environmental impacts are anticipated to result from the project.

<b>V. CULTURAL RESOURCES. <i>Would the project:</i></b>			
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?			<b>X</b>
b. Cause a substantial adverse change in the significance of archaeological resource pursuant to Section 15064.5?			<b>X</b>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			<b>X</b>
d. Disturb any human remains, including those interred outside of formal cemeteries?			<b>X</b>

**Discussion:** In general, significant impacts are those that diminish the integrity, research potential, or other characteristics that make a historical or cultural resource significant or important. A substantial adverse effect on Cultural Resources would occur if the implementation of the project would:

- Disrupt, alter, or adversely affect a prehistoric or historic archaeological site or a property or historic or cultural significant to a community or ethnic or social group; or a paleontological site except as a part of a scientific study;
- Affect a landmark of cultural/historical importance;
- Conflict with established recreational, educational, religious or scientific uses of the area; or
- Conflict with adopted environmental plans and goals of the community where it is located.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- a-b. **Historic Resources:** The project parcel was developed in 1951 and no new development is proposed. In the event sub-surface historical, cultural, or archeological sites or materials are disturbed during earth disturbances and grading activities on the site, standard conditions of approval would be included to reduce impacts to a less than significant level. Impacts would be anticipated to be less than significant.
- c. **Archaeological Resource, Paleontological Resource:** Review of geologic maps shows the project site does not contain any known paleontological sites or known fossil strata/locales. There would be no impact.
- d. **Human Remains:** There is a small likelihood of human remain discovery on the project site. During all grading activities, standard Conditions of Approval would be required that address accidental discovery of human remains. Impacts would be less than significant.

**FINDING:** No significant cultural resources were identified on the project site. Standard conditions of approval would be required with requirements for accidental discovery during project construction. This project would have less than significant impacts within the Cultural Resources category.

<b>VI. GEOLOGY AND SOILS. <i>Would the project:</i></b>			
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X
ii) Strong seismic ground shaking?		X	
iii) Seismic-related ground failure, including liquefaction?		X	
iv) Landslides?		X	
b. Result in substantial soil erosion or the loss of topsoil?		X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?		X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X

**Discussion:** A substantial adverse effect on Geologic Resources would occur if the implementation of the project would:

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- Allow substantial development of structures or features in areas susceptible to seismically induced hazards such as groundshaking, liquefaction, seiche, and/or slope failure where the risk to people and property resulting from earthquakes could not be reduced through engineering and construction measures in accordance with regulations, codes, and professional standards;
- Allow substantial development in areas subject to landslides, slope failure, erosion, subsidence, settlement, and/or expansive soils where the risk to people and property resulting from such geologic hazards could not be reduced through engineering and construction measures in accordance with regulations, codes, and professional standards; or
- Allow substantial grading and construction activities in areas of known soil instability, steep slopes, or shallow depth to bedrock where such activities could result in accelerated erosion and sedimentation or exposure of people, property, and/or wildlife to hazardous conditions (e.g., blasting) that could not be mitigated through engineering and construction measures in accordance with regulations, codes, and professional standards.

a. **Seismic Hazards:**

i) According to the California Department of Conservation, Division of Mines and Geology, there are no Alquist- Priolo fault zones within El Dorado County. The nearest such faults are located in Alpine and Butte Counties. There would be no impacts anticipated.

ii) The potential for seismic ground shaking in the project area would be considered less than significant. Any potential impacts due to seismic impacts would be addressed through compliance with the Uniform Building Code. All structures would be built to meet the construction standards of the UBC for the appropriate seismic zone. Impacts would be anticipated to be less than significant.

iii) El Dorado County is considered an area with low potential for seismic activity. There were no potential areas identified for liquefaction on the project site by the preliminary grading and drainage plans. Impacts would be anticipated to be less than significant.

iv) All grading activities onsite would be required to comply with the El Dorado County Grading, Erosion Control and Sediment Ordinance. Compliance with the Ordinance would reduce potential landslide impacts to less than significant.

- b. **Soil Erosion:** All grading activities exceeding 250 cubic yards of graded material or grading completed for the purpose of supporting a structure must meet the provisions contained in the *County of El Dorado - Grading, Erosion, and Sediment Control Ordinance* Adopted by the County of El Dorado Board of Supervisors, August 10, 2010 (Ordinance #4949). According to the Soil Survey for El Dorado County, the project site contains RfC (Rescue very stony sandy loam, 3-15 percent slopes) soils which have a slow to medium surface runoff and slight to moderate erosion hazards. Although not proposed, all grading activities onsite would comply with the El Dorado County Grading, Erosion Control and Sediment Ordinance including the implementation of pre- and post-construction Best Management Practices (BMPs). The implemented BMPs are required to be consistent with the County's California Stormwater Pollution Prevention Plan issued by the State Water Resources Control Board to eliminate run-off and erosion and sediment controls. Implementation of these BMPs would be anticipated to reduce potential significant impacts of soil erosion or the loss of topsoil to a less than significant level.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- c-d. **Geologic Hazards, Expansive Soils:** As stated above, the project site contains RfC soils. The Soil Survey for El Dorado County lists this soil type as having low to moderate shrink-swell potential. The project development area would not be located on a geologic unit or soil that would typically be considered unstable or that would potentially become unstable as a result of the project. There is an existing steep cut-slope along the north parcel boundary which is proposed to have a retaining wall constructed at the base to keep it in check. The site would not be anticipated to be subject to off-site landslide, lateral spreading, subsidence, liquefaction or collapse, nor does it have expansive soils. The project would be required to comply with the El Dorado County Grading, Erosion and Sediment Control Ordinance and the development plans for the proposed buildings would be required to implement the Uniform Building Code Seismic construction standards. As such, impacts would be reduced to a less than significant level.
- e. **Septic Capability:** The project is currently connected to a functioning approved septic system. There would be no impacts.

**FINDING:** All grading activities would be required to comply with the El Dorado County Grading, Erosion Control and Sediment Ordinance which would address potential impacts related to soil erosion, landslides and other geologic impacts. The project development would be required to comply with the Uniform Building Code which would address potential seismic related impacts. For this 'Geology and Soils' category impacts would be less than significant.

<b>VII. GREENHOUSE GAS EMISSIONS. <i>Would the project:</i></b>			
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X

- a. The prominent GHGs contributing to the greenhouse effect as specifically listed in Assembly Bill AB 32, the California Global Warming Solutions Act of 2006, are carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors; in California, the transportation sector is the largest emitter of GHGs, followed by electricity generation. (California Energy Commission. 2006. Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004. (Staff Final Report). Publication CEC-600-2006-013-SF).

GHGs are a global pollutants, unlike criteria for air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect.

Emitting CO2 into the atmosphere is not itself an adverse environmental affect. It is the increased concentration of CO2 in the atmosphere potentially resulting in global climate change and the associated consequences of such climate change that results in adverse environmental affects (e.g., sea level rise, loss of snowpack, severe weather events). Although it is possible to generally estimate a project's incremental contribution of CO2 into the atmosphere, it is typically not possible to determine whether or how an individual project's relatively small incremental contribution might translate into physical effects on the environment.

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In June 2008, the Office of Planning and Research’s (OPR) issued a technical advisory (CEQA and Climate Change) to provide interim guidance regarding the basis for determining the proposed project’s contribution of greenhouse gas emissions and the project’s contribution to global climate change. In the absence of adopted local or statewide thresholds, OPR recommends the following approach for analyzing greenhouse gas emissions: Identify and quantify the project’s greenhouse gas emissions; Assess the significance of the impact on climate change; and if the impact is found to be significant, identify alternatives and/or Mitigation Measures that would reduce the impact to less-than-significant levels. (California Energy Commission. 2006. *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004*. (Staff Final Report). Publication CEC-600-2006-013-SF).

The project proposes an expansion of uses at an existing recreational facility. In light of these factors, impacts related to the project’s expected contribution to GHG emissions would not be considered significant, either on a project-level or cumulative basis. Impacts would be less than significant.

**FINDING:** It has been determined that the project would result in less than significant impacts to greenhouse gas emissions because of the project’s size and inclusion of design features to address the emissions of greenhouse gases. For this “Greenhouse Gas Emissions” category, there would be no significant adverse environmental effect as a result of the project.

<b>VIII. HAZARDS AND HAZARDOUS MATERIALS. <i>Would the project:</i></b>			
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X



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VIII. HAZARDS AND HAZARDOUS MATERIALS. <i>Would the project:</i>			
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X

**Discussion:** A substantial adverse effect due to Hazards or Hazardous Materials would occur if implementation of the project would:

- Expose people and property to hazards associated with the use, storage, transport, and disposal of hazardous materials where the risk of such exposure could not be reduced through implementation of Federal, State, and local laws and regulations;
  - Expose people and property to risks associated with wildland fires where such risks could not be reduced through implementation of proper fuel management techniques, buffers and landscape setbacks, structural design features, and emergency access; or
  - Expose people to safety hazards as a result of former on-site mining operations.
- a-b. **Hazardous Materials:** The project may involve transportation, use, and disposal of hazardous materials such as construction materials, paints, fuels, landscaping materials, and household cleaning supplies. The majority of the use of these hazardous materials would occur primarily during maintenance of the site. Any uses of hazardous materials would be required to comply with all applicable federal, state, and local standards associated with the handling and storage of hazardous materials. Prior to any use of hazardous materials, the project would be required to obtain a Hazardous Materials Business Plan through the Environmental Management-Hazardous Materials and Solid Waste Division of El Dorado County. The impact would be less than significant.
- c. **Hazardous Materials near Schools:** The closest school to the project site is the Rescue School, located approximately 3,500 feet southwest of the project site. The recreational project would not be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. As discussed in the previous section, the project is conditioned to assure hazardous chemicals and solid wastes are handled per County, State, and Federal regulations. The AQMD Rules and regulations apply during construction and dust would not be permitted to leave the project site. As conditioned and with adherence to AQMD Rules during construction, no impacts would be anticipated.
- d. **Hazardous Sites:** No parcels within El Dorado County are included on the Cortese List which lists known hazardous sites in California. There would be no impacts.
- e-f. **Aircraft Hazards, Private Airstrips:** The proposed project is not located within the any Airport's Safety Overflight Zone Area. There would be no impacts.
- g. **Emergency Plan:** As discussed in the Traffic category, the project would not be anticipated to impact the existing road systems. The Fire District has reviewed the proposed site plan for emergency circulation and has no outstanding concerns with emergency ingress/access. Impacts would be less than significant.

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- h. **Wildfire Hazards:** The degree of hazard in wild-land areas depends on weather variables like temperature, wind, and moisture, the amount of dryness and arrangement of vegetation, slope steepness, and accessibility to human activities, accessibility of firefighting equipment, and fuel clearance around structures. The project site is located within an area classified as having High Fire Hazards. The Rescue Fire Protection District has reviewed the project and determined that the submitted site plans show adequate interior roadways to allow emergency vehicle circulation. The project has been conditioned to assure the existing fire hydrant delivers adequate water pressure. As conditioned, the Fire District has determined that impacts would be reduced to a less than significant level.

**FINDING:** The proposed project is not anticipated to expose the area to hazards relating to the use, storage, transport, or disposal of hazardous materials. Any proposed use of hazardous materials would be subject to review and approval of a Hazardous Materials Business Plan issued by the Hazardous Materials and Solid Waste Division. The El Dorado County Fire Protection District would require conditions of approval to reduce potential hazards relating to wild fires. For this 'Hazards and Hazardous Materials' category, impacts would be anticipated to be less than significant.

<b>IX. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i></b>			
a. Violate any water quality standards or waste discharge requirements?		X	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?		X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?		X	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?		X	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		X	
f. Otherwise substantially degrade water quality?		X	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X

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<b>IX. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i></b>			
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			<b>X</b>
j. Inundation by seiche, tsunami, or mudflow?			<b>X</b>

**Discussion:** A substantial adverse effect on Hydrology and Water Quality would occur if the implementation of the project would:

- Expose residents to flood hazards by being located within the 100-year floodplain as defined by the Federal Emergency Management Agency;
  - Cause substantial change in the rate and amount of surface runoff leaving the project site ultimately causing a substantial change in the amount of water in a stream, river or other waterway;
  - Substantially interfere with groundwater recharge;
  - Cause degradation of water quality (temperature, dissolved oxygen, turbidity and/or other typical stormwater pollutants) in the project area; or
  - Cause degradation of groundwater quality in the vicinity of the project site.
- a. **Water Quality Standards:** While not proposed, any grading, encroachment, and improvement plans required by the DOT and Building Services would be required to be prepared and designed to meet the County of El Dorado Grading, Erosion, and Sediment Control Ordinance. These standards require that erosion and sediment control be implemented into the design of the project. Project related construction activities would be required to adhere to the El Dorado County Grading, Erosion Control and Sediment Ordinance which would require the implementation and execution of Best Management Practices (BMPs) to minimize degradation of water quality during construction. Impacts would be less than significant.
- b. **Groundwater Supplies:** The Environmental Health Division reviewed the project proposal did not report evidence that the project would substantially reduce or alter the quantity of groundwater in the vicinity, or materially interfere with groundwater recharge in the area of the proposed project. Impacts would be less than significant.
- c-f. **Drainage Patterns:** Any future development at the project site would be required to conform to the El Dorado County Grading, Erosion Control and Sediment Ordinance with the final grading and drainage plan submitted for the grading permit. Impacts would be less than significant.
- g-h. **Flood-related Hazards:** The project site is not located within any mapped 100-year flood areas as shown on Firm Panel Number 06017C0750E, revised September 26, 2008, and would not result in the construction of any structures that would impede or redirect flood flows. No dams are located in the project area which would result in potential hazards related to dam failures. There would be no impacts.
- i. **Dam or Levee Failure:** The subject property is not located adjacent to or downstream from a dam or levee that has the potential to fail and inundate the project site with floodwaters. There would be no impacts.
- j. **Inundation by Seiche, Tsunami, or Mudflow:** The proposed project is not located near a coastal area or adjacent to a large body of water such as a lake, bay, or estuary, volcanoes, or other volcanic features, and

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the site is located on relatively stable soils nor surrounded by steep terrain. Due to the project location, there is no potential for impacts from seiche or tsunami, or from mudflow at this site.

**FINDING:** The proposed project would require a grading permit through Building Services that would address erosion and sediment control. As conditioned and with adherence to County Code, no significant hydrological impacts would be expected with the development of the project either directly or indirectly. For this “Hydrology” category, impacts would be less than significant.

<b>X. LAND USE PLANNING. <i>Would the project:</i></b>			
a. Physically divide an established community?			X
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?			X

**Discussion:** A substantial adverse effect on Land Use would occur if the implementation of the project would:

- Result in the conversion of Prime Farmland as defined by the State Department of Conservation;
- Result in conversion of land that either contains choice soils or which the County Agricultural Commission has identified as suitable for sustained grazing, provided that such lands were not assigned urban or other nonagricultural use in the Land Use Map;
- Result in conversion of undeveloped open space to more intensive land uses;
- Result in a use substantially incompatible with the existing surrounding land uses; or
- Conflict with adopted environmental plans, policies, and goals of the community.

a. **Established Community:** The project would not result in the physical division of an established community as the project is a community recreational facility. As proposed and mitigated, the project would be compatible with the surrounding commercial and residential land uses and would not to create land use conflicts. The project proposes expanding recreational uses which would be compatible with the project site’s General Plan Medium Density Residential (MDR) land use designation. Impacts would be less than significant.

b. **Land Use Consistency:** The proposed project would be consistent with the specific, fundamental, and mandatory land use development goals, objectives, and policies of the 2004 General Plan, and would be consistent with the development standards contained within the El Dorado County Zoning Ordinance. The project proposes recreational uses which would be consistent with the project sites General Plan MDR land use designation, and the proposed RE-5 Zone District. The rezone from RE-5 to RF would allow the zoning to be consistent with the current land uses. Impacts would be less than significant.

c. **Habitat Conservation Plan:** The project site is not within the boundaries of an adopted Habitat Conservation Plan (HCCP), or a Natural Community Conservation Plan (NCCP), or any other conservation

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plan. As such, the proposed project would not conflict with an adopted conservation plan. There would be no impacts.

**FINDING:** The proposed uses of the land would be consistent with the zoning and the General Plan. There would be no significant impacts anticipated from the project due to a conflict with the General Plan or zoning designations for use of the property. As conditioned, and with adherence to County Code, no significant impacts are expected.

<b>XI. MINERAL RESOURCES. <i>Would the project:</i></b>			
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X

**Discussion:** A substantial adverse effect on Mineral Resources would occur if the implementation of the project would:

- Result in obstruction of access to, and extraction of mineral resources classified MRZ-2x, or result in land use compatibility conflicts with mineral extraction operations.
- a. **Mineral Resource Loss-Region, State:** The project site is not mapped as being within a Mineral Resource Zone (MRZ) by the State of California Division of Mines and Geology or in the El Dorado County General Plan. No impacts would occur.
- b. **Mineral Resource Loss-Locally:** The Western portion of El Dorado County is mapped by the State of California Division of Mines and Geology showing the location of Mineral and Resource Zones (MRZ). Those areas which are designated MRZ-2a contain discovered mineral deposits that have been measured or indicate reserves calculated. Land in this category is considered to contain mineral resources of known economic importance to the County and/or State. Review of the mapped areas of the County indicates that this site does not contain any mineral resources of known local or statewide economic value. No impacts would occur.

**FINDING:** No impacts to any known mineral resources would be anticipated to occur as a result of the project. Therefore, no mitigation is required. For the 'Mineral Resources' category, the project would not exceed the identified thresholds of significance.

<b>XII.NOISE. <i>Would the project result in:</i></b>			
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X	
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		X	

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<b>XII.NOISE.</b> <i>Would the project result in:</i>			
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise level?			X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X

**Discussion:** A substantial adverse effect due to Noise would occur if the implementation of the project would:

- Result in short-term construction noise that creates noise exposures to surrounding noise sensitive land uses in excess of 60dBA CNEL;
- Result in long-term operational noise that creates noise exposures in excess of 60 dBA CNEL at the adjoining property line of a noise sensitive land use and the background noise level is increased by 3dBA, or more; or
- Results in noise levels inconsistent with the performance standards contained in Table 6-1 and Table 6-2 in the El Dorado County General Plan.

a&d. **Noise Exposures; Long-term Noise Increases:** The El Dorado County Noise Element of the General Plan contains policies identifying acceptable levels of noise within the County. Specifically, Policy 6.5.1.7 states that noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table 6.2 for noise-sensitive uses.

<b>TABLE 6-2 NOISE LEVEL PERFORMANCE PROTECTION STANDARDS FOR NOISE SENSITIVE LAND USES AFFECTED BY NON-TRANSPORTATION* SOURCES</b>						
Noise Level Descriptor	Daytime 7 a.m. - 7 p.m.		Evening 7 p.m. - 10 p.m.		Night 10 p.m. - 7 a.m.	
	Community	Rural	Community	Rural	Community	Rural
Hourly Leq, dB	55	50	50	45	45	40
Maximum level, dB	70	60	60	55	55	50

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**Notes:**  
 Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

The County can impose noise level standards which are up to 5 dB less than those specified above based upon determination of existing low ambient noise levels in the vicinity of the project site.

In Community areas the exterior noise level standard shall be applied to the property line of the receiving property. In Rural Areas the exterior noise level standard shall be applied at a point 100' away from the residence. The above standards shall be measured only on property containing a noise sensitive land use as defined in Objective 6.5.1. This measurement standard may be amended to provide for measurement at the boundary of a recorded noise easement between all effected property owners and approved by the County.

\*Note: For the purposes of the Noise Element, transportation noise sources are defined as traffic on public roadways, railroad line operations and aircraft in flight. Control of noise from these sources is preempted by Federal and State regulations. Control of noise from facilities of regulated public facilities is preempted by California Public Utilities Commission (CPUC) regulations. All other noise sources are subject to local regulations. Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, schools, hospitals, commercial land uses, other outdoor land use, etc.

The noise environment in the vicinity of the project consists of traffic noise during the daytime hours, and may be described as relatively quiet during nighttime hours. The activities within the existing community center would not be expected to exceed any noise standards. The study evaluated the use of remote control cars and a pa system as part of the expansion of the non-conforming use. Because the proposed races would occur between the hours of 9 am and 7 pm, the County's daytime noise standards would apply to this project. As noted in the footnotes of Noise Element Table 6-2, there are two categories of noise standards; Community and Rural. As the project is located in the Rescue Rural Center the Community standards would apply. The acoustical study can be found as attachment 4 of this initial study.

The study made the following conclusions:

Unmitigated noise exposure from project remote control race car noise could exceed El Dorado County's daytime noise exposure limits for both gas and electric-powered cars. The following specific measures are recommended to reduce noise levels generated during events at this facility and to reduce the potential for adverse public reaction at the nearest residences.

1. All events and on-site activities shall be conducted within the proposed hours of 9 am to 7 pm.
2. Application of the County's "Community" noise standards at positions within 100 feet of existing residences appears reasonable in light of the elevated ambient conditions from Green Valley Road and the nature of the project area.
3. The applicant may wish to petition the County for a variance from the Noise Element standards to allow gas-powered races at this location.

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4. The applicant may wish to consider reducing the number of gas powered races at this location to further reduce the potential for adverse public reaction to noise generated during those races.
5. The applicant may wish to consider reducing the number of gas powered cars allowed to race at any given time to 5 cars rather than 10. This would result in an additional decrease in average noise levels generated during gas-powered races.
6. The applicant should setup and operate the proposed P/A system such that it does not result in exceedance of the County noise standards at nearby sensitive areas. Noise level readings should be taken during initial P/A system setup and operation to allow adjustments to speaker locations and amplifier settings as appropriate to satisfy those standards.

The acoustical study recommends that the applicant petition the County for a variance from the noise element standards to allow gas powered races at this location. There is no mechanism to apply for a variance from a general plan policy. A variance is used to provide partial relief from development standards within the zoning ordinance when reasonable use of the land is limited. The only way to change a general plan policy is to amend the policy text itself.

The following measure is proposed to mitigate impacts to a less-than-significant level from noise levels that may impact sensitive receptors on adjacent properties:

**Noise-1:** In order to bring potential noise impacts to a less than significant level the following provisions shall be implemented by the property owner:

- a. All events and race track related uses shall be conducted within the proposed hours of 9 am to 7 pm.
- b. The applicant shall setup and operate the proposed P/A system such that it does not result in exceedance of the County noise standards at nearby sensitive areas. Noise level readings should be taken during initial P/A system setup and operation to allow adjustments to speaker locations and amplifier settings as appropriate to satisfy those standards.
- c. Gas powered remote control scale cars shall not be allowed to be used on the project parcel.

**Monitoring Responsibility:** Planning Services and Building Services

**Monitoring Requirement:** Planning Services and Building Services Code Enforcement shall notify the property owner if complaints are received from adjacent property owners. If complaints are shown to be about uses consistent with the mitigation measure an additional acoustical analysis may be required to show conformance with General Plan Policies. If uses are taking place beyond what is allowed by the special use permit, revocation of the special use permit may be required to be scheduled for hearing.

- b. **Ground Borne Shaking:** No development is proposed, however the project may generate intermittent ground borne vibration or shaking events during any future project construction as part of the maintenance of the race track. Adherence to the time limitations of construction activities to 7:00am to 7:00pm Monday through Friday and 8:00am to 5:00pm on weekends and federally recognized holidays would limit the ground shaking effects in the project area. Impacts would be less than significant.
- c. **Ambient Noise:** No substantial permanent increase in ambient noise levels in the project vicinity is anticipated by the uses that exist or are proposed for the project site. Impacts would be less than significant.



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- d. **Short-term Noise Increases:** No development is proposed, however the project could include future construction activities for the grading of the site and construction of structural features as part of the maintenance of the race track. The short-term noise increases could potentially exceed the thresholds established by the General Plan. Standard Conditions of Approval would limit the hours of construction activities to 7:00 am to 7:00 pm Monday through Friday and 8:00 am to 5:00 pm on weekends and federally recognized holidays. Adherence to the limitations of construction would be anticipated to reduce potentially significant impacts to a less than significant level.
- e-f. **Aircraft Noise:** The proposed project is not located within the Airport’s Safety Overflight Zone. No impacts would occur.

**FINDING:** For the ‘Noise’ category, the thresholds of significance would not be anticipated to be exceeded and no significant environmental impacts would be anticipated to result from the project.

<b>XIII. POPULATION AND HOUSING. <i>Would the project:</i></b>			
a. Induce substantial population growth in an area, either directly (i.e., by proposing new homes and businesses) or indirectly (i.e., through extension of roads or other infrastructure)?			X
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X

**Discussion:** A substantial adverse effect on Population and Housing would occur if the implementation of the project would:

- Create substantial growth or concentration in population;
- Create a more substantial imbalance in the County’s current jobs to housing ratio; or
- Conflict with adopted goals and policies set forth in applicable planning documents.

- a. **Population Growth:** The project site is an existing community center for the Rescue area. The expansion of the recreation uses would not induce substantial population growth in the area. There would be no impacts.
- b. **Housing Displacement:** No existing housing stock would be displaced by the proposed project. There would be no impacts.
- c. **Replacement Housing:** No persons would be displaced necessitating the construction of replacement housing elsewhere.

**FINDING:** It has been determined that there would less than significant impacts anticipated to population growth and impacts to population or housing displacement as a result of the project proposal. For this “Population and Housing” category, impacts would be less than significant.

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<b>XIV. PUBLIC SERVICES.</b> <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>			
a. Fire protection?			X
b. Police protection?			X
c. Schools?			X
d. Parks?			X
e. Other government services?			X

**Discussion:** A substantial adverse effect on Public Services would occur if the implementation of the project would:

- Substantially increase or expand the demand for fire protection and emergency medical services without increasing staffing and equipment to meet the Department's/District's goal of 1.5 firefighters per 1,000 residents and 2 firefighters per 1,000 residents, respectively;
- Substantially increase or expand the demand for public law enforcement protection without increasing staffing and equipment to maintain the Sheriff's Department goal of one sworn officer per 1,000 residents;
- Substantially increase the public school student population exceeding current school capacity without also including provisions to adequately accommodate the increased demand in services;
- Place a demand for library services in excess of available resources;
- Substantially increase the local population without dedicating a minimum of 5 acres of developed parklands for every 1,000 residents; or
- Be inconsistent with County adopted goals, objectives or policies.

a. **Fire Protection:** The Rescue Fire Protection District provides fire protection services to the project area. Expansion of the existing uses would result in a minor increase in the demand for fire protection services, but would not prevent meeting their response times for the project or its designated service area any more than exists today. The Fire District would review the project improvement plans for conformance with their conditions of approval must be proven prior to issuance of final approval for a building permit. Upon fulfillment of the conditions of approval, impacts would be less than significant.

b. **Police Protection:** The project site would be served by the El Dorado County Sheriff's Department (Department) with a response time depending on the location of the nearest patrol vehicle. The minimum Department service standard is an eight-minute response to 80 percent of the population within Community Regions and their stated goal is to achieve a ratio of one sworn officer per 1,000 residents. The expansion of the existing uses on the project site may result in a minor increase in calls for service but would not be anticipated to significantly impact the Department any more than was anticipated by the General Plan for lands designated for residential uses. An approved project would not be anticipated to significantly impact current Sheriff's response times to the project area as well. The impacts would be less than significant.

c. **Schools:** For the proposed project site, elementary and middle school students are served by the Rescue School District. High school students are served by the El Dorado Union High School District. Expansion

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of the recreational uses is not anticipated to have any impacts on the school system.. There would be no impacts.

- d. **Parks:** If approved as proposed, the project would add to the recreational opportunities in the rescue area. The rezone to RF to better match the uses would increase the amount of land zoned for recreational uses in the County. There would be no impacts.
- e. **Government Services:** No other government services would be anticipated to be required as a result of the expansion of the recreational uses. The impacts would be expected to be incremental and would be less than significant.

**FINDING:** Adequate public services are available to serve the project. There would be insignificant levels anticipated of increased demands to services anticipated as a result of the project. For this 'Public Services' category, impacts would be anticipated to be less than significant.

<b>XV. RECREATION.</b>			
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X

**Discussion:** A substantial adverse effect on Recreational Resources would occur if the implementation of the project would:

- Substantially increase the local population without dedicating a minimum of 5 acres of developed parklands for every 1,000 residents; or
- Substantially increase the use of neighborhood or regional parks in the area such that substantial physical deterioration of the facility would occur.

a-b. **Parks:** If approved as proposed, the project would add to the recreational opportunities in the rescue area. The rezone to RF would better match the existing uses and would increase the amount of land zoned for recreational uses in the County. There would be no impacts.

**FINDING:** As proposed, and with adherence to County Code, no significant impacts to open space or park facilities would be anticipated to result as part of the project. For this 'Recreation' category, impacts would be less than significant.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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<b>XVI. TRANSPORTATION/TRAFFIC. <i>Would the project:</i></b>			
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		X	
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		X	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X
e. Result in inadequate emergency access?		X	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X

**Discussion:** A substantial adverse effect on Traffic would occur if the implementation of the project would:

- Result in an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system;
  - Generate traffic volumes which cause violations of adopted level of service standards (project and cumulative); or
  - Result in, or worsen, Level of Service “F” traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county as a result of a residential development project of 5 or more units.
- a-b. **Traffic Increases, Levels of Service Standards:** Access to the site will be provided via an existing encroachment onto Green Valley Road, a County maintained road. DOT determined a traffic study was not required because the number uses proposed were below the significance threshold. Impacts would be less than significant.
- c. **Air Traffic:** The project would not result in a change in established air traffic patterns for publicly or privately operated airports or landing field in the project vicinity. No impacts would occur.
- d. **Design Hazards:** The project does not include any design features, such as sharp curves, dangerous intersection or incompatible uses that would increase hazards.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- e. **Emergency Access:** The project was reviewed by the Rescue Fire Protection District for the adequacy of the interior project road circulation and availability of adequate emergency ingress and egress emergency access in the project design. The Fire Department had no issues with the project's circulation. As proposed, impacts would be less than significant.
- f. **Alternative Transportation:** The project would not conflict with or burden any existing alternative transportation system. No impacts would occur.

**FINDING:** For the "Transportation/Traffic" category, the identified thresholds of significance would not be anticipated to be exceeded and no significant environmental impacts would result from the project.

<b>XVII. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i></b>			
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		X	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X	
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		X	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		X	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		X	
g. Comply with federal, state, and local statutes and regulations related to solid waste?		X	

**Discussion:** A substantial adverse effect on Utilities and Service Systems would occur if the implementation of the project would:

- Breach published national, state, or local standards relating to solid waste or litter control;
- Substantially increase the demand for potable water in excess of available supplies or distribution capacity without also including provisions to adequately accommodate the increased demand, or is unable to provide an adequate on-site water supply, including treatment, storage and distribution;

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- Substantially increase the demand for the public collection, treatment, and disposal of wastewater without also including provisions to adequately accommodate the increased demand, or is unable to provide for adequate on-site wastewater system; or
- Result in demand for expansion of power or telecommunications service facilities without also including provisions to adequately accommodate the increased or expanded demand.

- a. **Wastewater Requirements:** The project site has an existing septic system that is appropriate for the uses existing and proposed. Impacts would be anticipated to be less than significant.
- b. **Construction of New Facilities:** The project currently uses EID public water and on-site septic. No new expansions to the systems are required for this project Impacts would be less than significant.
- c. **New Stormwater Facilities:** Although not proposed, any grading activities exceeding 250 cubic yards of graded material or grading completed for the purpose of supporting a structure must meet the provisions contained in the *County of El Dorado - Grading, Erosion, and Sediment Control Ordinance* adopted by the County of El Dorado Board of Supervisors, August 10, 2010 (Ordinance #4949). All drainage facilities would be required to be constructed in compliance with standards contained in the County of El Dorado Drainage Manual. As such, there would be no impacts.
- d. **Sufficient Water Supply:** The El Dorado Irrigation District (“EID”) currently supplies public water to the existing facility. Impacts would be less than significant.
- e. **Adequate Wastewater Capacity:** The existing facility has a functioning septic system. Impacts would be less than significant.
- f. **Solid Waste Disposal:** In December of 1996, direct public disposal into the Union Mine Disposal Site was discontinued and the Material Recovery Facility/Transfer Station was opened. Only certain inert waste materials (e.g., concrete, asphalt, etc.) may be dumped at the Union Mine Waste Disposal Site. All other materials that cannot be recycled are exported to the Lockwood Regional Landfill near Sparks, Nevada. In 1997, El Dorado County signed a 30-year contract with the Lockwood Landfill Facility for continued waste disposal services. The Lockwood Landfill has a remaining capacity of 43 million tons over the 655-acre site. Approximately six million tons of waste was deposited between 1979 and 1993. This equates to approximately 46,000 tons of waste per year for this period.

After July of 2006, El Dorado Disposal began distributing municipal solid waste to Forward Landfill in Stockton and Kiefer Landfill in Sacramento. Pursuant to El Dorado County Environmental Management Solid Waste Division staff, both facilities have sufficient capacity to serve the County. Recyclable materials are distributed to a facility in Benicia and green wastes are sent to a processing facility in Sacramento. Impacts would be less than significant.

County Ordinance No. 4319 requires that new development provide areas for adequate, accessible, and convenient storing, collecting, and loading of solid waste and recyclables. On-site solid waste collection for the project is handled through the local waste management contractor. Adequate space would be available at the site for solid waste collection. Impacts would be less than significant.

- g. **Solid Waste Requirements:** County Ordinance No. 4319 requires that new development provide areas for adequate, accessible, and convenient storing, collecting and loading of solid waste and recyclables. The existing facility has adequate facilities for waste collection. Impacts would be less significant.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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**FINDING:** As proposed, adequate water, sewer system, and solid waste disposal would be available to serve the project. For this 'Utilities and Service Systems' category, impacts would be less than significant.

<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:</b>			
a. Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?			X
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

**Discussion:**

- a. No substantial evidence contained in the project record has been found that would indicate that this project would have the potential to significantly degrade the quality of the environment. As mitigated, conditioned, and with adherence to County permit requirements, this project and the existing and proposed recreational uses, would not be anticipated to have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of California history or pre-history. Any impacts from the project would be less than significant due to the design of the project and required standards that would be implemented with the grading and building permit processes and/or any required project specific improvements on or off the property.
- b. Cumulative impacts are defined in Section 15355 of the California Environmental Quality Act (CEQA) Guidelines as *two or more individual effects, which when considered together, would be considerable or which would compound or increase other environmental impacts.*

The project would not involve development or changes in land use that would result in an excessive increase in population growth not anticipated by the General Plan for parcels designated for residential uses. Impacts due to increased demand for public services associated with the project would be offset by the payment of fees as required by service providers to extend the necessary infrastructure services. As conditioned and with adherence to County Code, the project would not contribute substantially to increased traffic in the area.

The project would result in the generation of green house gases, which could contribute to global climate change. However, the amount of greenhouse gases generated by the project would be negligible compared

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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to global emissions or emissions in the county, so the project would not substantially contribute cumulatively to global climate change. Further, as discussed throughout this environmental document, the project would not contribute to a substantial decline in water quality, air quality, noise, biological resources, agricultural resources, or cultural resources under cumulative conditions.

As outlined and discussed in this document, as conditioned, and with compliance with County Codes, this project, as proposed, would have a less than significant chance of having project-related environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Based on the analysis in this study, the project would have a less than significant impacts based on the issue of cumulative impacts.

- c. All impacts identified in this Mitigated Negative Declaration would be less than significant or have been mitigated. Therefore, the proposed project would not be anticipated to result in environmental effects that cause substantial adverse effects on human beings either directly or indirectly. Impacts would be less than significant.

**FINDINGS:** As conditioned and with adherence to County Code, it has been determined that the proposed project would not result in significant environmental impacts. The project would not exceed applicable environmental standards, nor significantly contribute to cumulative environmental impacts.



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**INITIAL STUDY ATTACHMENTS**

Attachment 1..... Location Map  
Attachment 2..... Rescue U.S.G.S. Quadrangle  
Attachment 3..... Site Plan, Sheet  
Attachment 4..... Environmental Noise Assessment, Rescue Community Center  
Racetrack, Bollard Acoustical Consultants, Inc., May 7, 2012

**SUPPORTING INFORMATION SOURCE LIST**

The following documents are available at El Dorado County Planning Services in Placerville.

El Dorado County General Plan Draft Environmental Impact Report  
Volume 1 of 3 – EIR Text, Chapter 1 through Section 5.6  
Volume 2 of 3 – EIR Text, Section 5.7 through Chapter 9  
Appendix A  
Volume 3 of 3 – Technical Appendices B through H

El Dorado County General Plan – A Plan for Managed Growth and Open Roads; A Plan for Quality Neighborhoods and Traffic Relief (Adopted July 19, 2004)

Findings of Fact of the El Dorado County Board of Supervisors for the General Plan

El Dorado County Zoning Ordinance (Title 17 - County Code)

County of El Dorado Drainage Manual (Resolution No. 67-97, Adopted March 14, 1995)

*County of El Dorado - Grading, Erosion, and Sediment Control Ordinance* Adopted by the County of El Dorado Board of Supervisors, August 10, 2010 (Ordinance #4949).

El Dorado County Design and Improvement Standards Manual

El Dorado County Subdivision Ordinances (Title 16 - County Code)

Soil Survey of El Dorado Area, California

California Environmental Quality Act (CEQA) Statutes (Public Resources Code Section 21000, et seq.)

Title 14, California Code of Regulations, Chapter 3, Guidelines for Implementation of the California Environmental Quality Act (Section 15000, et seq.)

# Attachment 1: Location Map



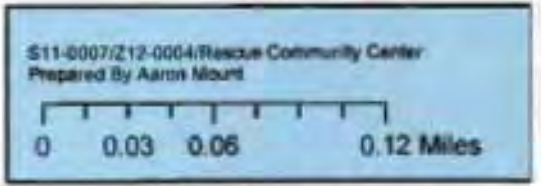
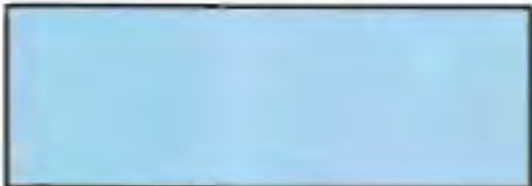
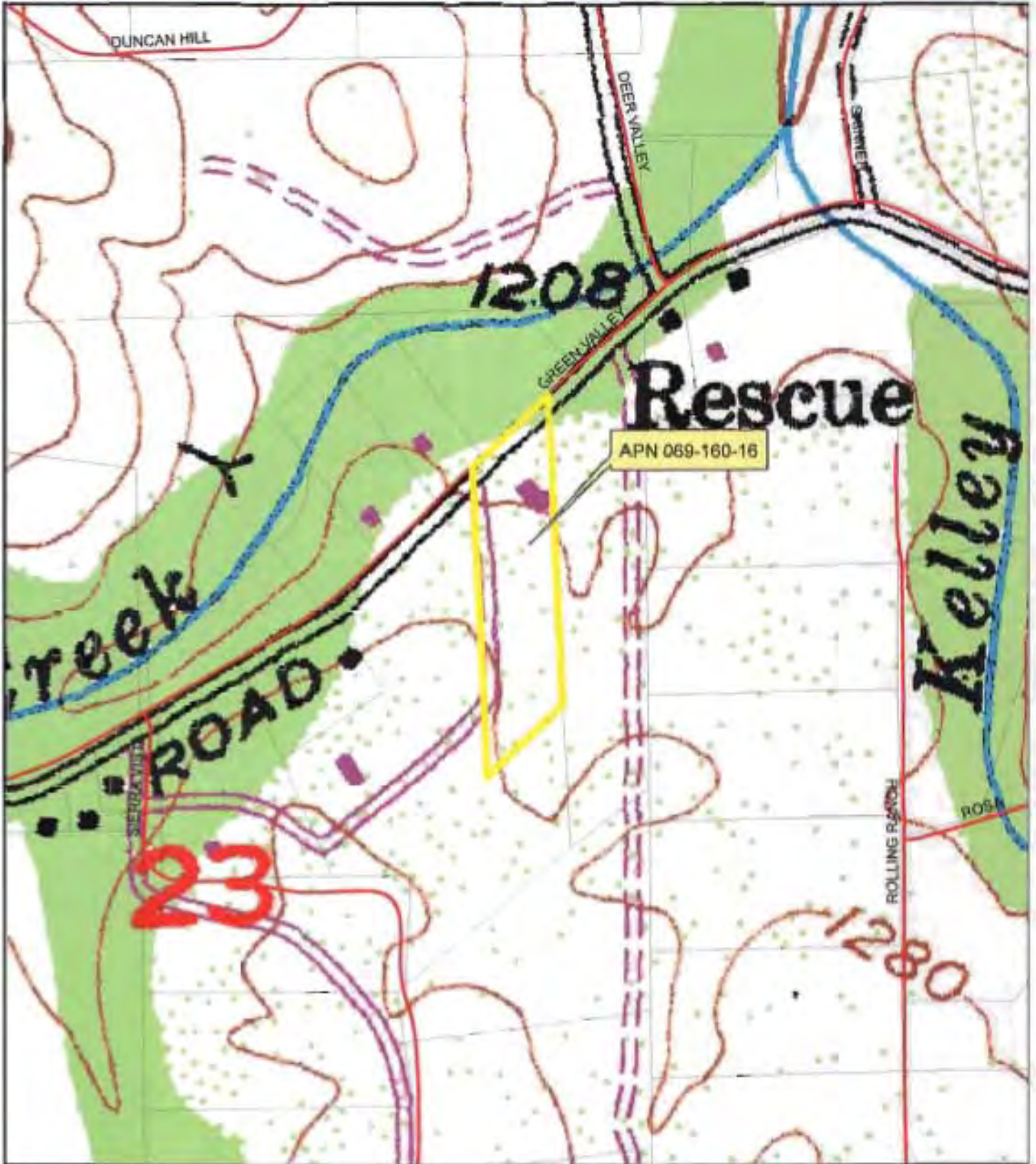
- prclbase selection
- PLACENAMES
- major\_roads



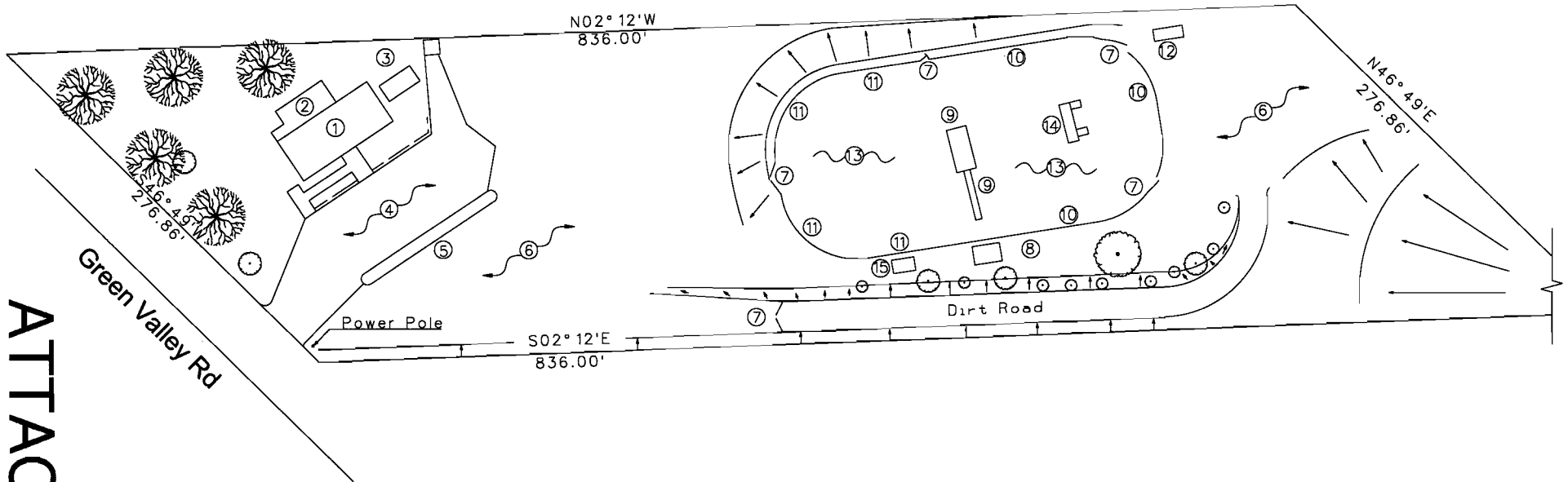
S11-0007/212-0004/Rescué Community Center  
 Prepared By Aaron Mount

0.0530.6 Miles

USGS Quad



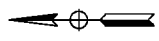
1. Clubhouse (70'x30')
2. Concrete Porch
3. Out Building
4. Asphalt Driveway
5. Raised Planter
6. Dirt
7. Gate (12')
8. Scoring Building (18'x12')
9. Driver's Stand with Ramp(Offroad)
10. Metal Fence
11. Metal Fence Lower 4' Sheet Metal
12. Container (8'x20')
13. Racetrack (Overall 125' x 250')
14. Drivers Stand (Oval)
15. Grandstand



ATTACHMENT 3

RESCUE COMMUNITY CENTER

Scale 1/8" = 1'-0"



County Of El Dorado	Assessor's Map Bk 69
Pg 16 POR SEC23 T.10N R9E MDM Parcel 16	

## Environmental Noise Assessment

# Rescue Community Center Racetrack

Rescue, California

BAC Job # 2012-024

Prepared For:

### **Rescue Community Group**

Attn: Mr. Seth Griffin  
4180 Green Valley Road  
Rescue, CA 95682

Prepared By:

### **Bollard Acoustical Consultants, Inc.**



Paul Bollard, President

May 7, 2012



# ATTACHMENT 4

## Introduction & Project Description

The Rescue Community Center is located at 4180 Green Valley Road in Rescue, California. The proposed project is to reopen the remote control car tracks located on the Community Center site for limited use with both gas and electric remote control cars.

Proposed activities at this site would consist of remote control car racing events on two Saturdays a month during the months of March through October. The races would take place between 9 am and 7 pm on the designated Saturdays, with up to 10 cars participating in each race. The facility is composed of two race tracks; an off-road track with jumps and turns (Figure 2), and an elliptical track (Figure 3). Race events would occur on one track or the other, but both tracks would reportedly not be in use at the same time.

Due to the proximity of the proposed center to surrounding residences, the project applicant has retained Bollard Acoustical Consultants, Inc. (BAC) to prepare this noise analysis for the project. Specifically, BAC was retained to evaluate and assess the potential noise generation of racing events and to compare those noise levels against applicable El Dorado County noise standards. The relationship of the project site to the nearest residences is illustrated in Figure 1. Definitions of acoustical terminology are provided in Appendix A.

**Figure 1**  
**RCC Racetrack - Rescue, CA**  
**Project Vicinity & Noise Measurement Locations**



Figure 2 – Northern Racetrack Area



Figure 3 – Southern Racetrack Area





## Criteria for Acceptable Noise Exposure

The El Dorado County Noise Element of the General Plan contains policies identifying acceptable levels of noise within the County. Specifically, Policy 6.5.1.7 states that noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table 6.2 for noise-sensitive uses. Noise Element Table 6.2 has been reproduced below.

<b>TABLE 6-2 NOISE LEVEL PERFORMANCE PROTECTION STANDARDS FOR NOISE SENSITIVE LAND USES AFFECTED BY NON-TRANSPORTATION* SOURCES</b>						
<b>Noise Level Descriptor</b>	<b>Daytime 7 a.m. - 7 p.m.</b>		<b>Evening 7 p.m. - 10 p.m.</b>		<b>Night 10 p.m. - 7 a.m.</b>	
	Community	Rural	Community	Rural	Community	Rural
Hourly $L_{eq}$ , dB	55	50	50	45	45	40
Maximum level, dB	70	60	60	55	55	50
<b>Notes:</b>						
Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).						
The County can impose noise level standards which are up to 5 dB less than those specified above based upon determination of existing low ambient noise levels in the vicinity of the project site.						
In Community areas the exterior noise level standard shall be applied to the property line of the receiving property. In Rural Areas the exterior noise level standard shall be applied at a point 100' away from the residence. The above standards shall be measured only on property containing a noise sensitive land use as defined in Objective 6.5.1. This measurement standard may be amended to provide for measurement at the boundary of a recorded noise easement between all effected property owners and approved by the County.						
* Note: For the purposes of the Noise Element, transportation noise sources are defined as traffic on public roadways, railroad line operations and aircraft in flight. Control of noise from these sources is preempted by Federal and State regulations. Control of noise from facilities of regulated public facilities is preempted by California Public Utilities Commission (CPUC) regulations. All other noise sources are subject to local regulations. Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, schools, hospitals, commercial land uses, other outdoor land use, etc.						

Because the proposed races would occur between the hours of 9 am and 7 pm, the County's daytime noise standards would apply to this project. As noted in the footnotes of Noise Element Table 6-2, there are two categories of noise standards; Community and Rural. Although this is a semi-rural area, it is located in the community of Rescue, so it is unclear which set of noise standards would apply. The community standards are higher but applied at the property line of noise-sensitive uses, whereas the rural standards are lower but applied at a location 100 feet from a residence. Because of the uncertainty as to which set of standards apply, this analysis considers both sets (community and rural).

## Analysis of Project Noise Generation

The noise-producing components of the proposed project consist of the remote control cars and a public address system which is used during race events. Each of these sources is evaluated below.

### Remote Control Car Noise Assessment

To quantify racecar noise generation at the project site, BAC had the applicant run both gas and electric powered cars around the oval (southern) track on April 16, 2012. The electric car was a Traxxas Slash and the gas car was a general 8-scale Nitro Buggy. According to track representatives who supplied and operated the test cars, these cars represent reasonable worst-case noise generation of the types of cars which would be raced at this site.

The tests were conducted at a reference position located at the center of the track (Figure 1 – measurement site 1), as well as two positions to the south of the track (sites 2 & 3), and one location representing the nearest residence to the north of the site (site 4).

Noise level measurement equipment included a Larson-Davis Laboratories (LDL) Model 820 and 824 precision integrating sound level meters equipped with an LDL Model 2560 ½" microphone. The systems were calibrated in the field before use with an LDL Model CAL200 acoustical calibrator. The measurement equipment/microphones were placed on tripods at a height of 5 feet above the ground and fitted with manufacturer's windscreens. Atmospheric conditions during the acoustical measurements included a temperature of approximately 70° F with calm to light winds, clear skies, and moderate humidity.

While the cars were going around the oval track, maximum and average noise levels were recorded at each test location. Those measurement results are provided in Table 1.

**Table 1**  
**Summary of Remote Control Car Noise Level Measurement Results**  
**Rescue, California (El Dorado County) - April 16<sup>th</sup>, 2012**

Measurement Site – Description	Electric		Gas	
	L <sub>eq</sub> (dB)	L <sub>max</sub> (dB)	L <sub>eq</sub> (dB)	L <sub>max</sub> (dB)
1 – Center of track (20 feet from car passbys)	61	66	77	83
2 – 100 feet south of track	55	58	61	65
3 – 200 feet south of track	–*	–*	52	58
4 – Green Valley Road (450 feet northwest)	–**	42	–**	50

Notes: Please see the measurement locations in Figure 1.

\* No measurements were taken at Site 3 for the electric car.

\*\* Average noise levels could not be measured at Site 4 for either the electric or gas cars due to interference from much louder traffic on Green Valley Road.

The reference noise level data shown in Table 1 represent a single gas and a single electric car tested separately. During race events, up to 10 cars would race concurrently, so the noise generation of the track would be higher than that of the individual cars shown in Table 1. Although not all 10 cars would be accelerating at the same time, the noise generation of the multiple cars on the track concurrently would be somewhat additive. For a reasonable assessment of project noise generation during race events, 5 dB offsets were added to the maximum and average reference noise levels shown in Table 1 to account for multiple cars racing concurrently. Those levels were projected from the center of the nearest track to the project property lines and positions 100 feet from existing residences using a sound level decay rate of 6 dB per doubling of distance from the source. The reference levels measured at 100 feet were used for these calculations as they include partial shielding of the race cars by the embankment and low wall surrounding the oval track. The results of these calculations are shown in Table 2.

**Table 2**  
**Predicted Remote Control Car Noise Levels During Race Events at Nearest Receptors**

Receptor <sup>a</sup>	Distance <sup>b</sup> (Lmax/Leq)	Electric		Gas	
		L <sub>eq</sub> (dB)	L <sub>max</sub> (dB)	L <sub>eq</sub> (dB)	L <sub>max</sub> (dB)
North Property Line	300 / 350	49	53	55	60
South Property Line	475 / 500	46	49	52	56
West Property Line	80 / 120	<b>58</b>	65	<b>64</b>	<b>72</b>
East Property Line	50 / 100	<b>60</b>	69	<b>66</b>	<b>76</b>
<b>Community Noise Standards:</b>		55	70	55	70
R1	320 / 380	48	53	<b>54</b>	60
R2	330 / 380	48	53	<b>54</b>	60
R3	430 / 500	46	50	<b>52</b>	57
R4	260 / 280	<b>51</b>	55	<b>57</b>	<b>62</b>
R5	420 / 450	47	51	<b>53</b>	58
R6	180 / 220	<b>53</b>	58	<b>59</b>	<b>65</b>
<b>Rural Noise Standards:</b>		50	60	50	60

## Notes:

- Receptor locations are shown on Figure 1.
- Distances were scaled from the center of the track nearest the receptor for Leq calculations and from the nearest point on the track for Lmax calculations. The receiver was assumed to be the property line or a point 100 feet from the residence in the event that the residence is located further than 100 feet from the property line.
- Predicted levels are based on the reference levels shown in Table 1 for the 100 foot measurement distance (site 2) adjusted upward by 5 dB to account for additional cars racing concurrently. The reference levels were projected to the receptor location using a 6 dB decrease per doubling of distance from the source.
- Noise levels predicted to exceed either the Community or Rural noise standards are bolded.

The Table 2 data indicate that, regardless of whether the rural or community designation is applied to the project area receptors, the predicted noise levels during race events could exceed the County's noise standards, with noise generated during gas powered car races higher than electric car races.

If, however, the County's Community noise standards were applied at positions within 100 feet of an existing sensitive receptor, those standards would be satisfied at all receptor locations during electric car races and at all but 2 locations during gas powered races. At those two locations, the exceedance would range from 2-4 dB Leq during gas races.

Unfortunately, options for mitigating racecar noise at this location are limited, so unless the applicant can obtain a variance from the County to allow a moderate exceedance of the County's noise standards during gas-powered races, race activities at this site may need to be limited to electric powered cars only.

### **Public Address System Noise Assessment**

Public Address system (P/A) noise is highly variable, depending on the number, size, location, and orientation of the speakers, as well as the amplifier settings. As such, it is difficult to predict with certainty the noise emissions of such a system. It does appear possible, however, to operate a P/A system such that the County's noise standards would not be exceeded at the nearest receptors. This could be accomplished by utilizing several speakers facing in toward the spectator area and set to lower volume levels. Ultimately, the amplifier settings could be adjusted until a state of compliance with the County's noise standards has been reached. A commercially available hand-held noise meter could be procured by the track operator could be utilized to ensure that the P/A system noise emissions do not exceed acceptable levels at the project boundaries.

### **Conclusions & Recommendations**

Unmitigated noise exposure from project remote control race car noise could exceed El Dorado County's daytime noise exposure limits for both gas and electric-powered cars. The following specific measures are recommended to reduce noise levels generated during events at this facility and to reduce the potential for adverse public reaction at the nearest residences.

1. All events and on-site activities shall be conducted within the proposed hours of 9 am to 7 pm.
2. Application of the County's "Community" noise standards at positions within 100 feet of existing residences appears reasonable in light of the elevated ambient conditions from Green Valley Road and the nature of the project area.
3. The applicant may wish to petition the County for a variance from the Noise Element standards to allow gas-powered races at this location.

4. The applicant may wish to consider reducing the number of gas powered races at this location to further reduce the potential for adverse public reaction to noise generated during those races.
5. The applicant may wish to consider reducing the number of gas powered cars allowed to race at any given time to 5 cars rather than 10. This would result in an additional decrease in average noise levels generated during gas-powered races.
6. The applicant should setup and operate the proposed P/A system such that it does not result in exceedance of the County noise standards at nearby sensitive areas. Noise level readings should be taken during initial P/A system setup and operation to allow adjustments to speaker locations and amplifier settings as appropriate to satisfy those standards.

These conclusions are based on the noise level test data, analysis, assumptions, and recommendations contained herein. Deviations from these data, assumptions, and recommendations could cause actual noise levels to differ from those described herein.

This concludes our environmental noise assessment for the Rescue Community Center Racetrack in Rescue, California. Please contact me at (916) 663-0500 or [paulb@bacnoise.com](mailto:paulb@bacnoise.com) if you have any questions or require additional information.

## Appendix A Acoustical Terminology

<b>Acoustics</b>	The science of sound.
<b>Ambient Noise</b>	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
<b>Attenuation</b>	The reduction of an acoustic signal.
<b>A-Weighting</b>	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
<b>Decibel or dB</b>	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
<b>CNEL</b>	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
<b>Frequency</b>	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
<b>L<sub>dn</sub></b>	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
<b>L<sub>eq</sub></b>	Equivalent or energy-averaged sound level.
<b>L<sub>max</sub></b>	The highest root-mean-square (RMS) sound level measured over a given period of time.
<b>Loudness</b>	A subjective term for the sensation of the magnitude of sound.
<b>Masking</b>	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
<b>Noise</b>	Unwanted sound.
<b>Peak Noise</b>	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the Maximum level, which is the highest RMS level.
<b>RT<sub>60</sub></b>	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
<b>Sabin</b>	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 sabin.
<b>SEL</b>	A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy of the event into a 1-s time period.
<b>Threshold of Hearing</b>	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
<b>Threshold of Pain</b>	Approximately 120 dB above the threshold of hearing.

