

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



Agenda of: December 13, 2007
Item No.: 11.
Staff: Aaron Mount

SPECIAL USE PERMIT/DEVELOPMENT PLAN REVISION

FILE NUMBER: S07-0011/PD95-0016-R3/Kniesel's Auto Collision Center
APPLICANT: Richard P. Kniesel
AGENT: Robert A. Laurie, Esq.

This item was continued from the meeting of November 8, 2007.

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



Agenda of: November 8, 2007
Item No.: 9
Staff: Aaron Mount

SPECIAL USE PERMIT/DEVELOPMENT PLAN REVISION

FILE NUMBER: S07-0011/PD95-0016-R3/Kniesel's Auto Collision Center

APPLICANT: Richard P. Kniesel

AGENT: Robert A. Laurie, Esq.

REQUEST: Special use permit and development plan revision to allow the conversion of an existing sports complex into an auto body shop with 16 service bays and a maximum of 25-30 employees. Hours of operation are proposed to be 7:30 AM to 5:30 PM. A free standing sign 94.5 square feet in size is proposed.

LOCATION: On the north side of Wild Chaparral Drive, approximately ¼ miles west of the intersection with Ponderosa Road in the Shingle Springs area. (Exhibit A)

APN: 070-280-64

ACREAGE: 3 acres

GENERAL PLAN: Commercial (C) (Exhibit B)

ZONING: Commercial-Planned Development (C-PD) (Exhibit C)

ENVIRONMENTAL DOCUMENT: Negative Declaration

SUMMARY RECOMMENDATION: Conditional Approval

BACKGROUND: The existing 18,320 square foot sports complex was approved by the Board of Supervisors on April 16, 1996 under PD95-0016. The subject site was developed for a commercial sports complex that provided indoor pitching instruction with batting cages and pitching lanes,

basketball courts, a proshop, video arcade, lockers/showers, and other support facilities. The structure has remained vacant for a few years.

STAFF ANALYSIS

Staff has reviewed the project for compliance with the County's regulations and requirements. An analysis of the proposal and issues for Planning Commission consideration are provided in the following sections.

Project Description: Request for a special use permit and development plan revision to allow a conversion of an existing sports complex into an auto body shop with 16 service bays and a maximum of 25-30 employees. Hours of operation are proposed to be 7:30 AM to 5:30 PM. Signs include a 94.5 square foot free standing sign and a wall sign. Interior modifications include 16 service bays with equipment including frame measurement machines, alignment racks, and paint booths. Parking and storage of all vehicles that are being serviced will be inside the facility. Exterior modifications to the building include two roll up doors on the west side for vehicle entrance and a covered parts storage area on the east side. An existing enclosure on the south east end off the building will contain air compressors. No changes are proposed to the landscaping and limited changes are proposed to the parking area.

Site Description: The subject parcel is at an average elevation of 1,500 feet above mean sea level and is adjacent to State Highway 50. The developed site consists of a 1,832 square foot commercial structure constructed as a gymnasium, 63 parking spaces, and associated landscaping which are all consistent with the original planned development approval.

Adjacent Land Uses:

	Zoning	General Plan	Land Use/Improvements
Site	C-PD	C	Gymnasium
North	R1A	MDR	Single Family Residence
South	C	C	Transportation Corridor/HWY 50
East	C-PD	C	Mini-storage
West	C-PD	C	Undeveloped

Discussion: The subject site is an extension of the commercial uses along Wild Chaparral and will be a complementary use to the auto dealerships which are adjacent to the east.

General Plan: The General Plan designates the subject site as Commercial. This designation permits a full range of commercial retail, office, and service uses. Additionally, the following General Plan policies also apply to this project:

Policy 2.2.5.21 states 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 development project is proposed. The approval of the subject site included conditions to solve incompatibilities with the adjacent residential use. An eight foot high wall was constructed along the northerly property boundary to cancel possible noise levels from crossing property boundaries. A noise analysis was submitted by the applicant that shows conformance with General Plan **Policies 6.5.1.2 and 6.5.1.3**. The change in use has been designed and conditioned in a manner to reduce possible conflicts with the adjacent residential use. Entrance to the structure is on the west side of the structure and all repairs and storage of vehicles is to take place in the existing structure.

As required by **Policy TC-Xd**, the proposal was reviewed to ensure the change in use would not worsen traffic. The change in use from a health/fitness club to an auto care center would result in a reduction of 27 ADT per 1,000 square feet.

Policy TC-4i states that within Community Regions and Rural Centers, all development shall include pedestrian/bike paths connecting to adjacent development and to schools, parks, commercial areas and other facilities. A condition of approval has been added by the Department of Transportation to include a sidewalk connection from the existing development to the adjacent subdivision.

Conclusion: As discussed above, staff finds that the project, as proposed/conditioned, conforms to the General Plan.

Zoning: The proposed use is permitted in the Commercial Zone District by Special Use Permit, pursuant to Section 17.32.020.A. In order to approve the use, the approving authority must find that the use is consistent with the General Plan and would not be detrimental to the public health, safety and welfare nor injurious to the neighborhood. Based on comments received from public agencies, citizens' groups, and impacted neighbors, as discussed below, staff finds that the project would not be detrimental to the public health, safety and welfare and would not be injurious to the neighborhood. The proposed use has been found to have a less than significant impact.

Planned Development: The proposed revised development plan has been reviewed pursuant to Chapter 17.02 of the Zoning Ordinance (Planned Development). The following details the specific components of the project, in accordance with the Planned Development criteria.

Lighting:

The existing lighting has been reviewed for conformance with the Outdoor Lighting Standards under Section 17.14.170 of the Zoning Ordinance. Based on the submitted photometric analysis a majority of the lighting is consistent with the ordinance. The parking lot lighting is full cut-off shielded and does not negatively impact adjacent properties nor does it produce objectionable glare on to U.S. Highway 50.

The canopy and storage yard lighting does not meet the requirements as the fixtures have no shielding or upper hood that prevents light from extending above the 20 degree below horizontal plane. A condition of approval has been included to ensure that all lighting on the site that is not consistent with the lighting ordinance is replaced.

Parking:

The project site currently has 63 parking spaces, including two spaces for handicap parking. The change in use to an auto body shop requires three spaces for each service bay and one space for each 300 square feet of retail space and office area. The proposal includes 16 service bays and 1,280 square feet of office space which will require 52 parking spaces. The proposed 61 parking spaces are more than adequate for the proposed use, including the removal of two spaces for access to the building. California building code requires one handicap parking space for every 25 parking spaces. A condition of approval has been included requiring an additional handicap parking space as only two are shown on the site plan.

Architectural Design:

In accordance with Chapter 17.04 and Section 17.14.130.A of the Zoning Ordinance, the project has been reviewed for conformance with the architectural design standards, suitability, and compatibility within the area. Only minor changes are proposed for the existing structure, including; two roll up doors for vehicle access, an access driveway to the two access doors, and a covered parts storage area. Roof mounted equipment is expected with a change in use to an auto body shop. The proposed additions have been conditioned to be constructed and painted to match the existing buildings materials and colors.

Signs:

Two signs are proposed with this project, a wall sign and a free standing monument sign. The proposed wall sign is consistent with Section 17.16.030 of the Zoning Ordinance in both size and design. The proposed monument sign, approximately 94.5 square feet, is not consistent with the Commercial Zone District size requirement of eighty square feet. A request under the Special Use Permit has been made to allow the larger sign size. A letter, dated May 4, 2007, from the Shingle Springs Neighbors for Quality Living (SSNQL) objects to the size of the monument sign based on the use and location of the proposed auto body shop. The SSNQL suggests that the sign area is excessive for the proposed land use and is more appropriate for a regional level use such as an automotive dealership. The County has adopted their recommendation as the conditioned sign size and height which staff feels is more appropriate for a specialized land use. This includes a sign area of 40 square feet and a maximum height of five feet which will provide sufficient visibility due to the grade above U.S. Highway 50.

The monument sign also includes a proposal for a time and temperature unit which is not consistent with section 17.16.080 of the Zoning Ordinance which prohibits moving signs.

Access and circulation:

Vehicle access to the subject site is not proposed to be changed, however El Dorado County Department of Transportation has conditioned the project to provide pedestrian access to the subdivision adjacent to the subject site. This is an effort to fill in gaps in pedestrian access as projects are submitted or revised.

Special Use Permit: The proposed auto body shop is authorized in the Commercial (C) Zone District by special use permit under Section 17.32.030.A which states "New and used automobile sale and repair, bulk petroleum sale and storage; provided, however, that used automobile sale and repair shall not be deemed to include automobile dismantling, junking or wrecking operation

Public Comments: Early comments from the public and citizens' groups include a letter dated June 25, 2007. The following issues were raised in the submitted letter; noise, parking, odors, and hiring practices. The applicant has submitted a noise analysis stating conformance with General Plan Policies related to noise levels. The project has been designed in conformance with the mitigations recommended by the noise analysis. Parking has been analyzed and found to be consistent with the Zoning Ordinance requirements. The project is conditioned to have all vehicles being repaired to be stored and worked on within the existing structure. The issue of odors is discussed in the Negative Declaration. It was found that the potential for odors could not be found to be significant; however the Air Quality Management District can review the issue if complaints are received. The county does not have authority nor can it condition hiring practices that are governed by the State.

Additional issues may be raised as a result of the public notice of the hearing.

ENVIRONMENTAL REVIEW

Staff has prepared an Initial Study (Environmental Checklist with Discussion attached) to determine if the project has a significant effect on the environment. Based on the Initial Study staff has determined that there is no substantial evidence that the proposed project will have a significant effect on the environment, and a Negative Declaration has been prepared.

NOTE: This project is located within or adjacent to an area which has wildlife resources (riparian lands, wetlands, watercourse, native plant life, rare plants, threatened and endangered plants or animals, etc.), and was referred to the California Department of Fish and Game. In accordance with State Legislation (California Fish and Game Code Section 711.4), the project is subject to a fee of \$1,800.⁰⁰ after approval, but prior to the County filing the Notice of Determination on the project. This fee, plus a \$50.⁰⁰ recording fee, is to be submitted to Planning Services and must be made payable to El Dorado County. The \$1,800.⁰⁰ is forwarded to the State Department of Fish and Game and is used to help defray the cost of managing and protecting the States fish and wildlife resources

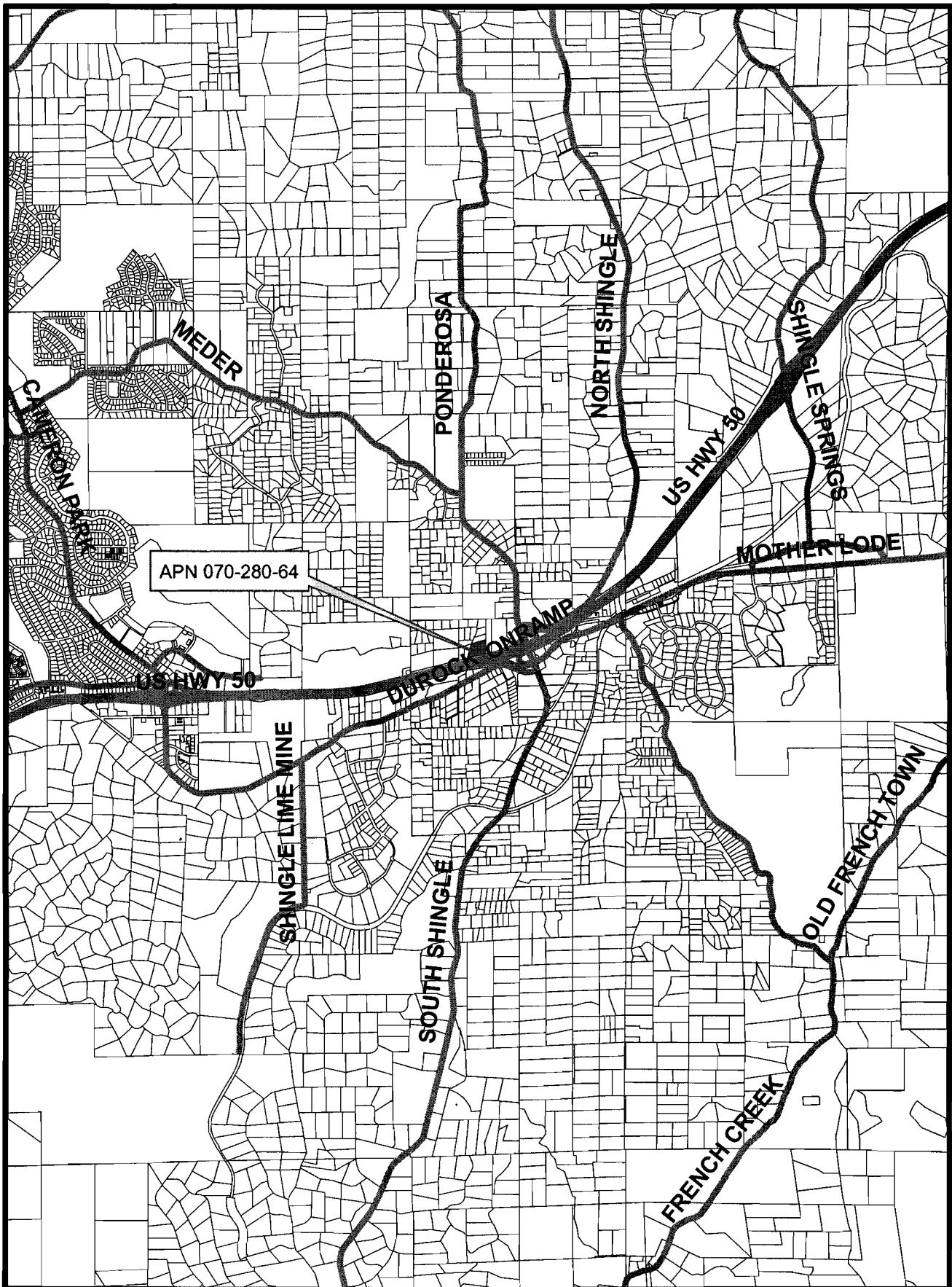
RECOMMENDATION: Conditional approval

SUPPORT INFORMATION

Attachments to Staff Report:

Exhibit A.....	Vicinity Map
Exhibit B.....	General Plan Land Use Map
Exhibit C.....	Zoning Map
Exhibit D.....	Site Plan
Exhibit E.....	Floor Plan
Exhibit F.....	Elevations
Exhibit G.....	Sign Plan
Exhibit H.....	Letter from Shingle Springs Neighbors dated 5-4-07
Exhibit I.....	Agent response letter dated 6-18-07
Exhibit J.....	Letter from David Koupal dated 5-25-07
Exhibit K.....	Initial Study

EXHIBIT A: VICINITY MAP



PERMIT # S07-11/PD95-16-R(3)
PREPARED BY AARON MOUNT

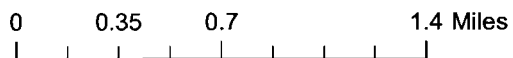
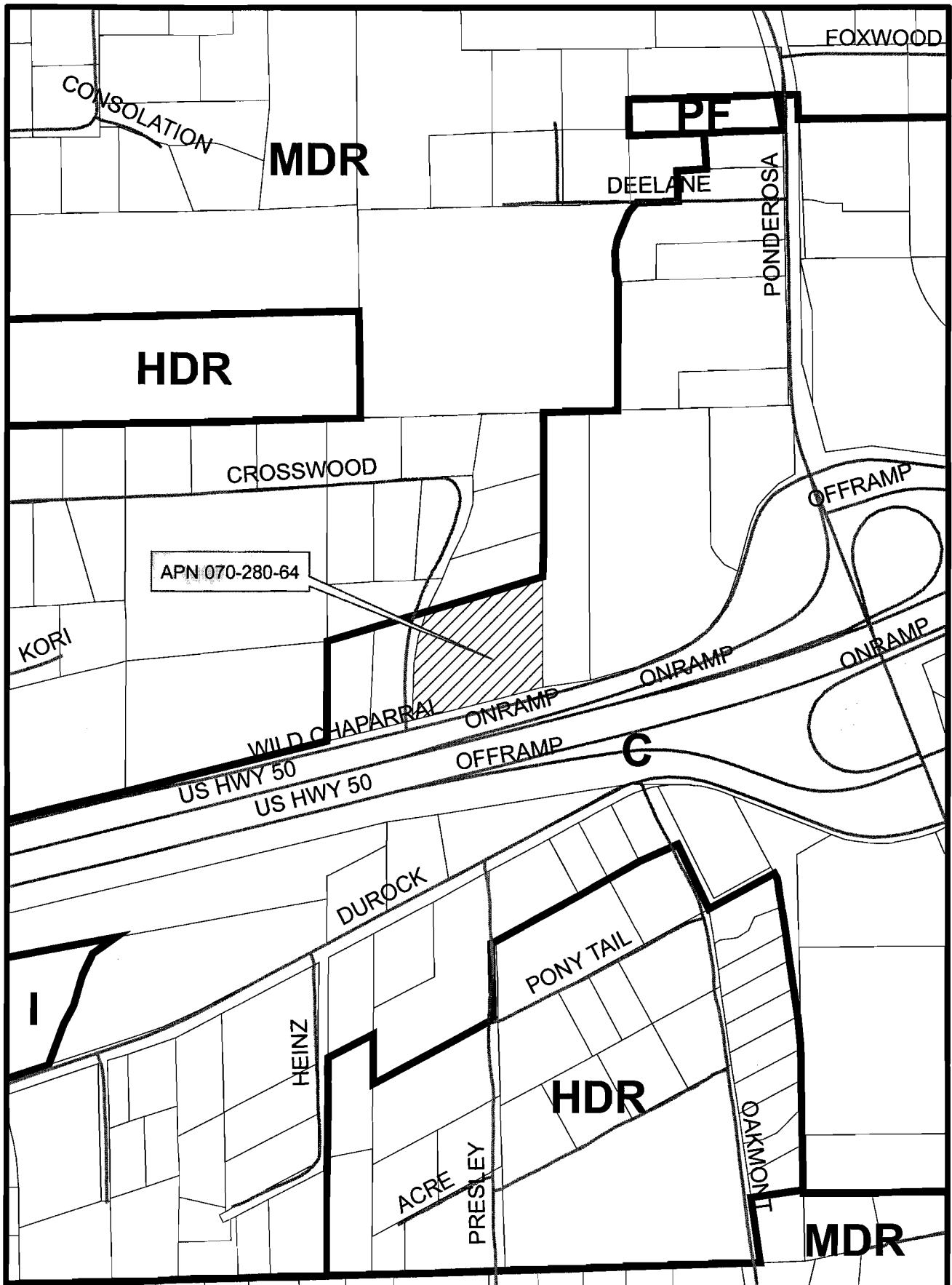


EXHIBIT B: GENERAL PLAN MAP

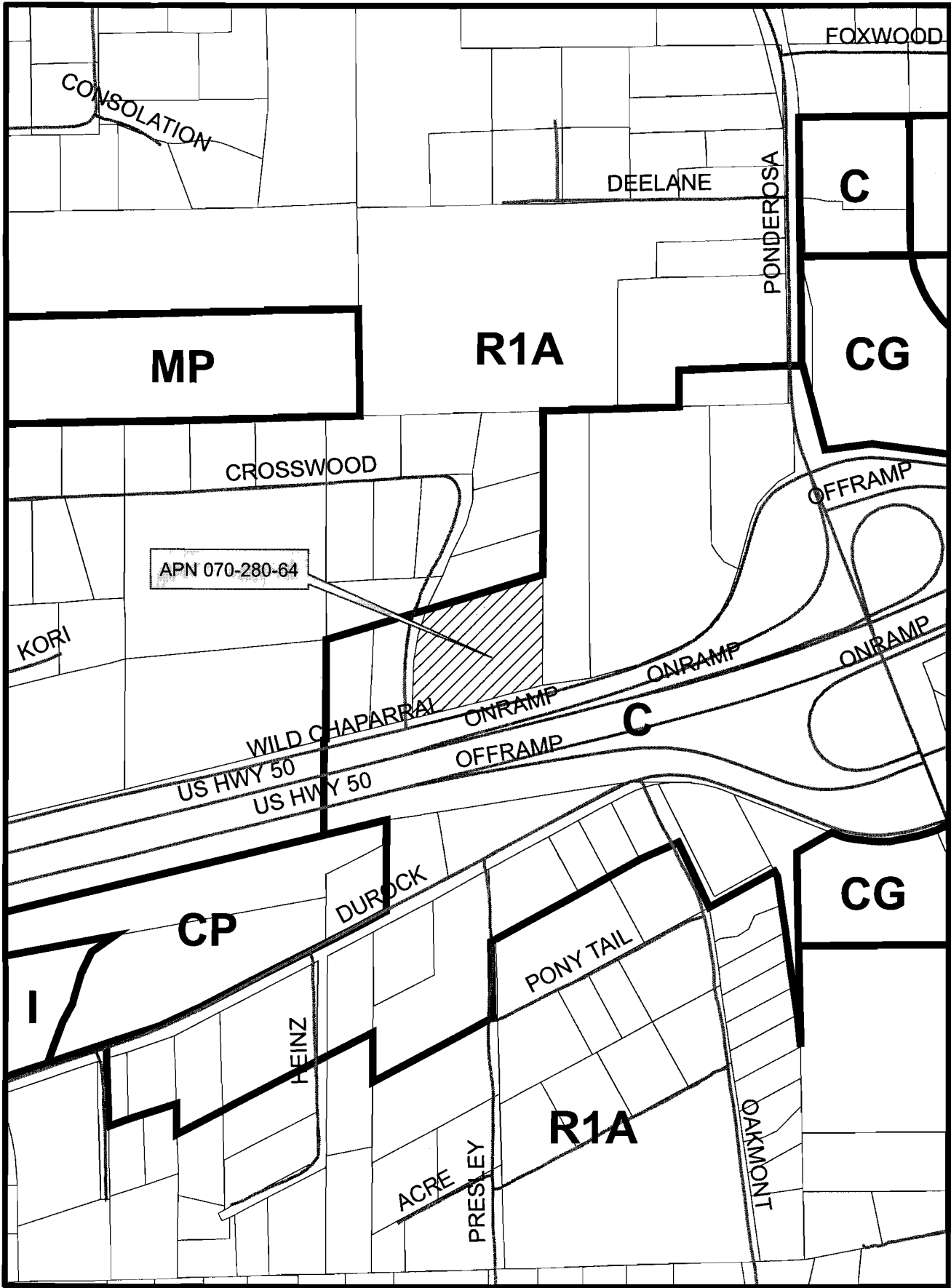


PERMIT # S07-11/PD95-16-R(3)
PREPARED BY AARON MOUNT

0 0.045 0.09 0.18 Miles



EXHIBIT C: ZONING MAP



PERMIT # S07-11/PD95-16-R(3)
PREPARED BY AARON MOUNT

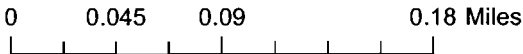


EXHIBIT D

NOTES

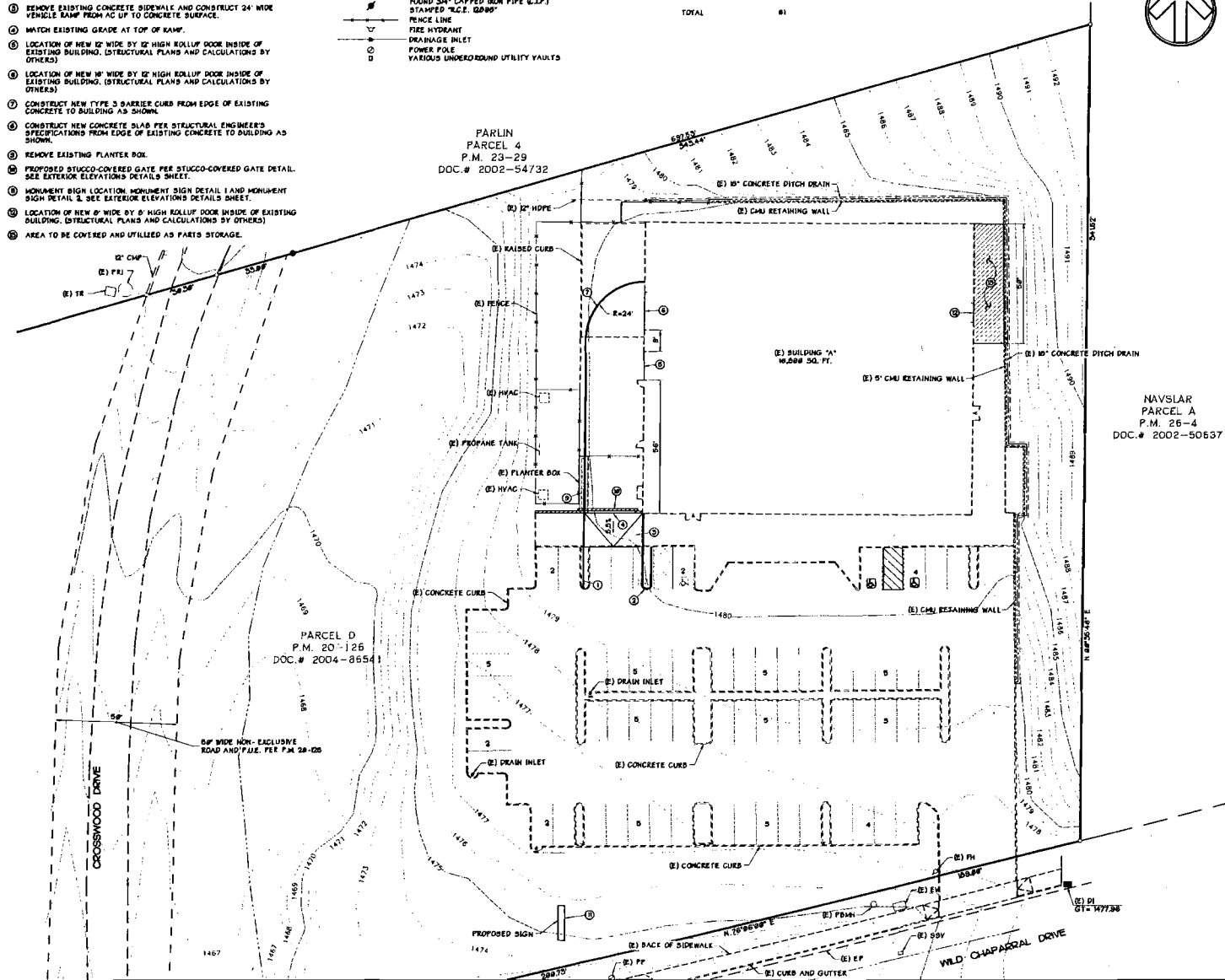
- 1 CUT EXISTING CURB BACK TO PROVIDE 24" DRIVE AISLE INTO BUILDING.
- 2 REMOVE EXISTING AC PAVEMENT AND FORM NEW TYPE 3 BARRIER CURB AND PLANTER AREA.
- 3 REMOVE EXISTING CONCRETE SIDEWALK AND CONSTRUCT 24" WIDE VEHICLE RAMP FROM AC UP TO CONCRETE SURFACE.
- 4 MATCH EXISTING GRADE AT TOP OF RAMP.
- 5 LOCATION OF NEW 12" WIDE BY 12" HIGH ROLLUP DOOR INSIDE OF EXISTING BUILDING. (STRUCTURAL PLANS AND CALCULATIONS BY OTHERS)
- 6 LOCATION OF NEW 18" WIDE BY 12" HIGH ROLLUP DOOR INSIDE OF EXISTING BUILDING. (STRUCTURAL PLANS AND CALCULATIONS BY OTHERS)
- 7 CONSTRUCT NEW TYPE 3 BARRIER CURB FROM EDGE OF EXISTING CONCRETE TO BUILDING AS SHOWN.
- 8 CONSTRUCT NEW CONCRETE SLAB PER STRUCTURAL ENGINEER'S SPECIFICATIONS FROM EDGE OF EXISTING CONCRETE TO BUILDING AS SHOWN.
- 9 REMOVE EXISTING PLANTER BOX.
- 10 PROPOSED STUCCO-COVERED GATE PER STUCCO-COVERED GATE DETAIL. SEE EXTERIOR ELEVATIONS DETAILS SHEET.
- 11 MONUMENT SIGN LOCATION MONUMENT SIGN DETAIL 1 AND MONUMENT SIGN DETAIL 2. SEE EXTERIOR ELEVATIONS DETAILS SHEET.
- 12 LOCATION OF NEW 8" WIDE BY 8" HIGH ROLLUP DOOR INSIDE OF EXISTING BUILDING. (STRUCTURAL PLANS AND CALCULATIONS BY OTHERS)
- 13 AREA TO BE COVERED AND UTILIZED AS PARTS STORAGE.

LEGEND

- DIMENSION POINT-NOTHING FOUND OR SET
- FOUND 3/4" CAPPED IRON PIPE (CLIP) STAMPED "L.B. 4304 1877"
- FOUND 3/4" CAPPED IRON PIPE (CLIP) STAMPED "M.C.E. 12090"
- FENCE LINE
- FIRE HYDRANT
- DRAINAGE INLET
- POWER POLE
- VARIOUS UNDERGROUND UTILITY VAULTS

PARKING TABULATION

STANDARD	59
HANDICAPPED	2
TOTAL	61



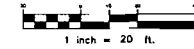
Preliminary Site Plan

Kaiser's Auto Collision Center Job# 0031-01-07
 BEING PARCEL D OF P.M. 28-125, A
 PORTION OF S.W. 1/4 OF SECTION 1
 T. 9 N., R. 9 E., M.D.M.
 COUNTY OF EL DORADO, STATE OF CALIFORNIA
 SHEET 1 of 1

DATE PREPARED: MARCH 2007
 DATE REVISED: JULY 2007

CARLTON ENGINEERING INC.

3623 Furber Road Ste 200, Orange, CA 92667



BASIS OF BEARINGS

THE MERIDIAN OF THIS SURVEY IS IDENTICAL TO THE MERIDIAN OF P.M. 28-125 AS DETERMINED BY FOUND MONUMENTS.

REFERENCES

P.M. 28-125 P.M. 28-4
 P.M. 48-17 P.M. 23-29

ASSESSOR'S PARCEL NUMBERS

#78-209-13

SURVEYOR'S STATEMENT

THIS SURVEY WAS BASED UPON THE PARCEL MAP FILED IN BOOK 28 AT PAGE 125.

ABBREVIATIONS

CMP	CORRUGATED METAL PIPE
DI	DRAIN INLET
EV	ELECTRICAL VAULT
FH	FIRE HYDRANT
FMH	FACE/CELL MANHOLE
FW	FACE/CELL VAULT
PF	POWER POLE
PR	PHONE RISER
PUE	PUBLIC UTILITIES EASEMENT
SW	SANITARY SEWER VAULT
TR	TRANSFORMER

VICINITY MAP

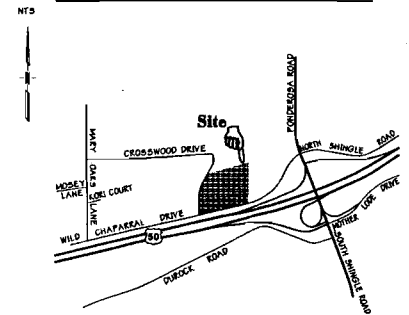

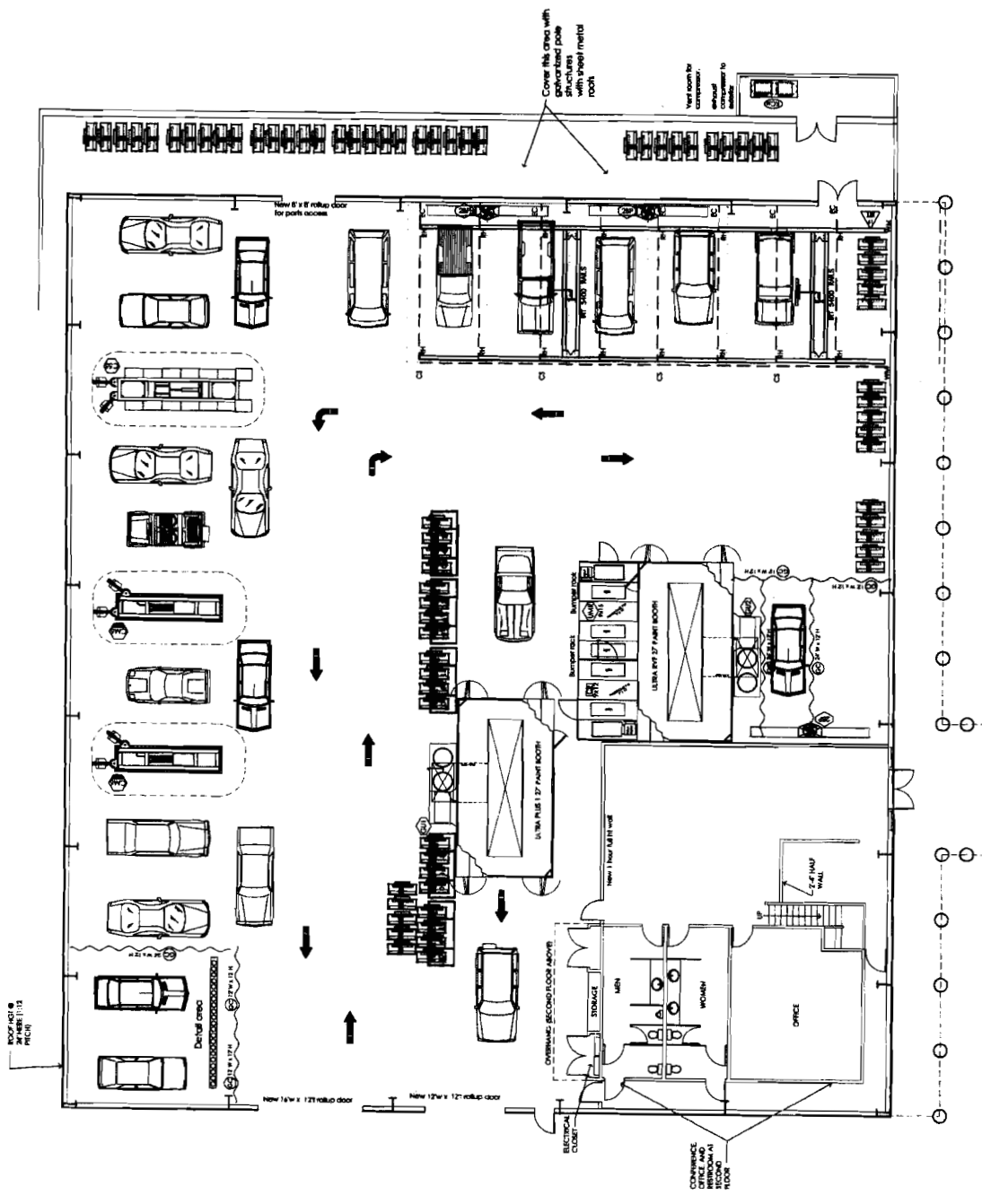


EXHIBIT E

 <p>GLOBAL FINISHING SOLUTIONS™ A GLOBAL FINISHING SOLUTIONS U.S. COMPANY</p>	<p>PRECISION FOR COLLISION EQUIPMENT LAYOUT 17407 135th Ave - 130 A. THURMANN COMPANY 8045 W. 135th Ave - 130 Broomfield, CO 80020 970.477.2862 970.477.4851</p>	<p>EQUIPMENT LAYOUT</p> <p>KNEISSEL'S AUTO BODY CHARPARRAL DRIVE SHINGLE SPRINGS, CA</p>	<p>EQ2</p>
<p>DATE: 11/30/06 DRAWN BY: JBM APPROVED BY: JS SCALE: AS NOTED</p>		<p>THIS DRAWING IS THE PROPERTY OF KNEISSEL'S AUTO BODY. ANY REPRODUCTION OR DISTRIBUTION OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION OF KNEISSEL'S AUTO BODY IS STRICTLY PROHIBITED. ANY REPRODUCTION OR DISTRIBUTION OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION OF KNEISSEL'S AUTO BODY IS STRICTLY PROHIBITED.</p>	

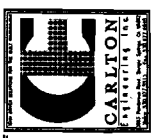
- EQUIPMENT SCHEDULE**
- GU1** GLOBAL ULTRA 11 PAINT BOOTH. (SEE SHIT. ED1 FOR SPECS & REGS).
 - GU2** GLOBAL ULTRA PAINT BOOTH. (SEE SHIT. ED1 FOR SPECS & REGS).
 - UMR** GLOBAL ULTRA MAX ROOM. (SEE SHIT. ED1 FOR SPECS & REGS).
 - KC20** KASER SWAPLER 20HP COMPRESSOR PACKAGE. (SEE SHIT. ED1 FOR SPECS & REGS).
 - RT** RT 6000 MOUNTED CURING SYSTEM (117" X 41" X 56" MAX. HEIGHT FOR SPECS & REQUIREMENTS).
 - CM5** CAROUNER INGROUND MARK & FRAME TACK W/ JESSON STYLE UFI (SEE CDS SHEET FOR RT DETAILS).
 - C55** CAROUNER BENCHRACK 5000 FRAME TACK.
 - GC** GORF CURTAIN WALL SYSTEM. (SEE SHIT. ED1 FOR SPECS & REGS). BOTTOM OF CURTAIN TO MOUNTING FACE OF TOP TRACK. CURTAINS ARE FRAME TACK. CURTAINS ARE FRAME TACK. (SEE SHIT. ED1 FOR SPECS & REQUIREMENTS). ① INDICATES WIND TIES WHERE SHOWN.



EQUIPMENT LAYOUT
1/8" = 1'-0"



EXHIBIT F



PROJECT NO.	
DATE	
REVISIONS	

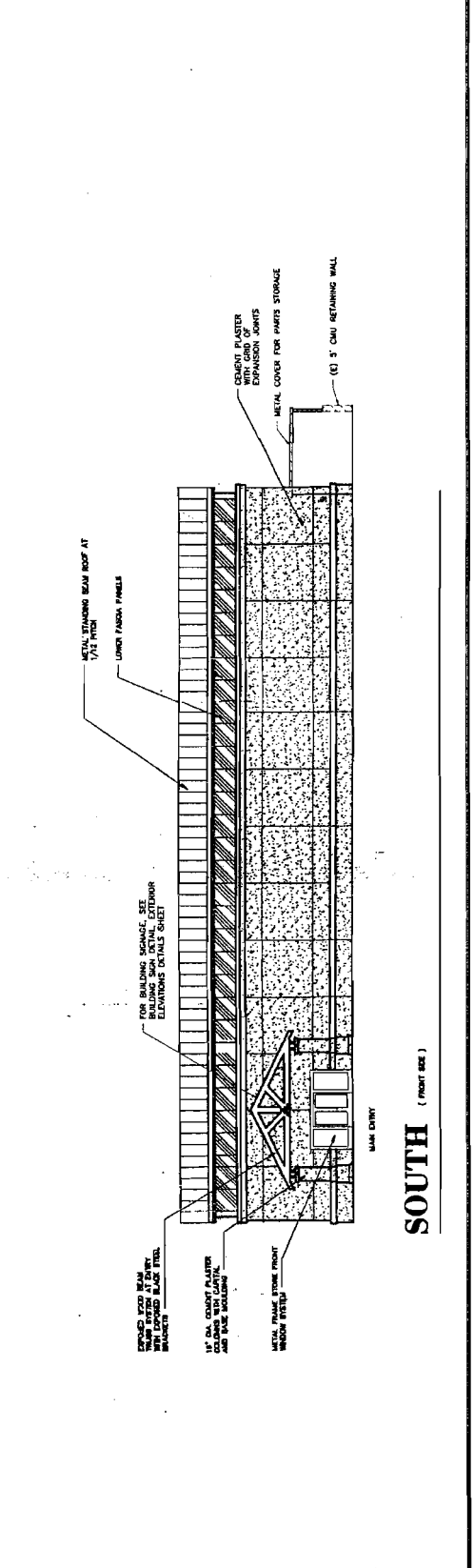
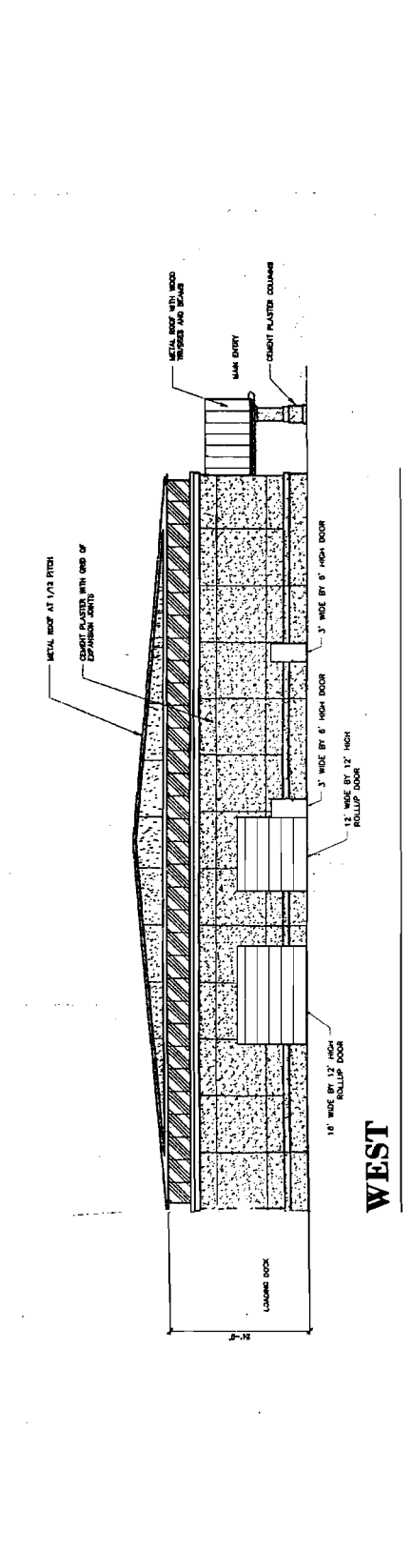
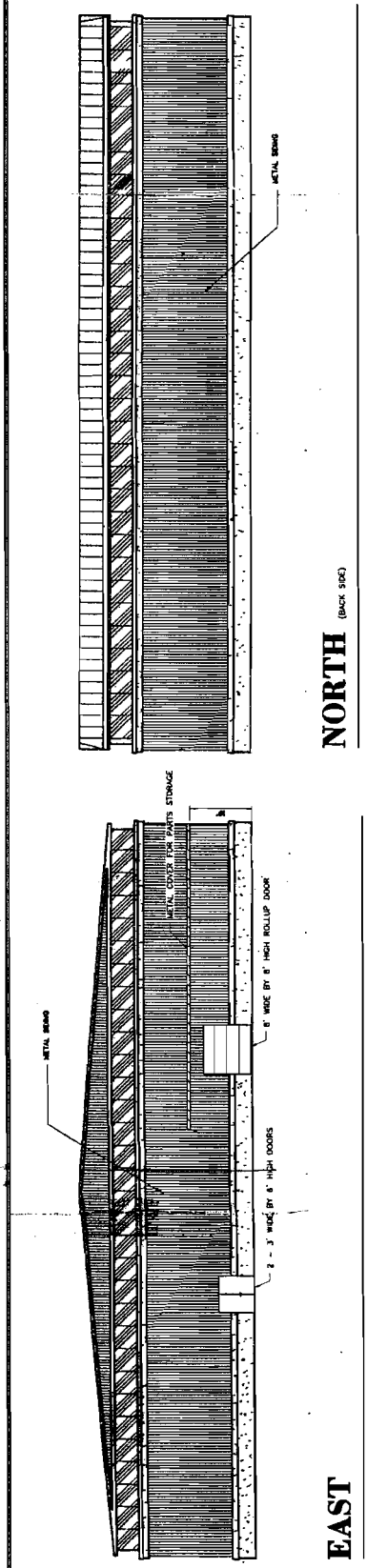
DATE	
BY	
CHECKED	
APPROVED	

KNISELS COLLISION CENTER EXTERIOR ELEVATIONS

Project Location:
Wed Chapel Drive
Shingler Springs, CA
4580 Pacific Street
Rob Champs
Rocklin, CA

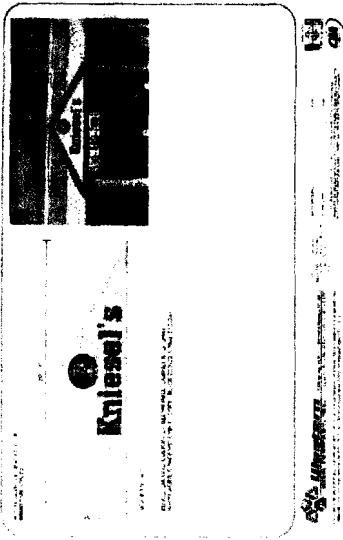
Overseer/Information:

DATE	01.11.2007
BY	WJ
CHECKED	WJ
APPROVED	WJ



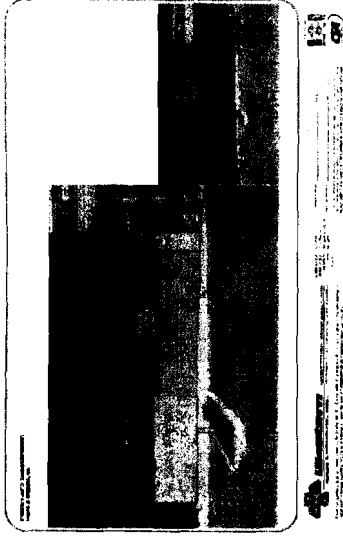
PROJECT NO. 07-001, PROJECT NAME: KNISELS COLLISION CENTER, SHEET NO. 07-001-01, DATE: 01.11.2007, BY: WJ, CHECKED: WJ, APPROVED: WJ

EXHIBIT G



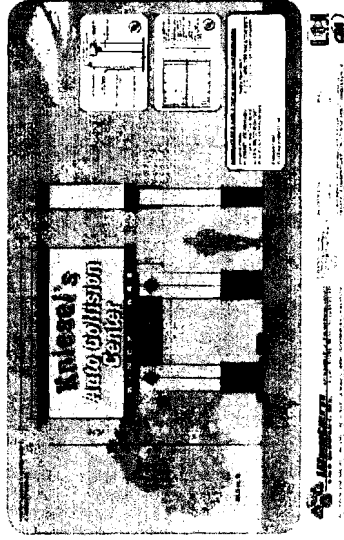
Building Sign Detail

MS.



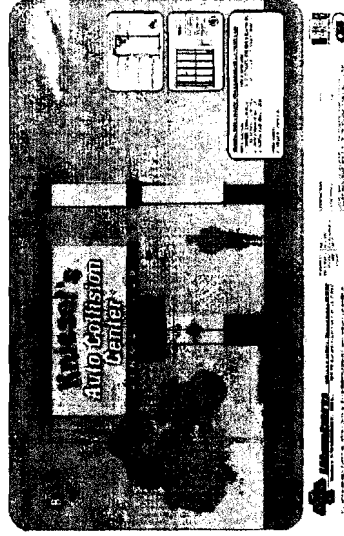
Stucco-Covered Gate Detail

MS.



Monument Sign Detail 1

MS.



Monument Sign Detail 2

MS.

KRIESEL'S COLLISION CENTER

EXTERIOR ELEVATIONS

DETAILS

Project Location:
 4550 Pacific Street
 San Diego, CA 92116

Contractor Information:
 Kriesel's Collision Center
 4550 Pacific Street
 San Diego, CA 92116

Architect:
 Carlton Engineering Inc.
 4550 Pacific Street
 San Diego, CA 92116

S 07-0011

1 of 1

EXHIBIT H



PLANNING DEPARTMENT
RECEIVED
MAY 11 2007

May 4, 2007

El Dorado County Development Services Department
Planning Services Division
2850 Fairlane Court
Placerville, CA 95667

Attn: Aaron Mount

Re: Kniesel's Auto Collision Center
S 07-0011/PD 95-0016 R(1)

Dear Mr. Mount:

Shingle Springs Neighbors for Quality Living has for many years been concerned about the excessive sign area and height of signs in the area. The neighborhood around this freeway intersection is inundated with too many signs that compete with one another for the attention of the motorist on the neighboring streets and Hwy 50.

Shingle Springs Neighbors for Quality Living has the following comments on the above referenced project.

The project proposes a single pole sign (alternate 2 pole) that has the following characteristics:

- The signage area, including the time and temperature unit is over 106 square feet on each face.

We feel that this area is excessive for a land use of this nature and is more appropriate for a regional level land use of the caliber of an automotive dealership.

Furthermore the sign is obviously intended to function as a billboard for traffic on Hwy 50 rather than as an identifier of the property to a local motorist trying to access the land use.



Recommendation: A sign area of 40 square feet would be more appropriate for a body shop at this location..

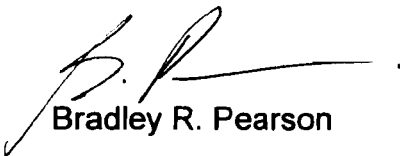
- The 16' – 9 ¾" sign sits on an uphill portion of the site which places it almost 23 feet above the elevation of the street that it fronts on, Wild Chaparral Drive.

A body shop is a specialized land use that serves a narrow segment of the public. It cannot make the claim that it needs a large freeway sign the way a regional shopping center or even a service station requires such a sign to provide a needed service to a wide segment of the public.

Recommendation: A true monument sign no more than 5 feet in maximum height above grade (11 feet above adjacent street level at the proposed location) would be more in keeping with the site and this location; it would be more than sufficient to adequately identify the proposed business.

Thank you for the opportunity to comment on this matter.

Yours truly



Bradley R. Pearson

cc: Ron Briggs, Supervisor, District 4

EXHIBIT I

BECKER RUNKLE & LAURIE
ATTORNEYS AT LAW

263 MAIN STREET, LEVEL 2
PLACERVILLE, CALIFORNIA 95667
(530)295-6400

ROBERT A. LAURIE

07 JUN 19 2007 3:05
RECEIVED
PLANNING DEPARTMENT
Fax (530) 295-6408

June 18, 2007

Mr. Aaron Mount
Senior Planner
Development Services Division
County of El Dorado
2850 Fairlane Court
Placerville, CA 95667

Re: **S-07-0011/PD 95-0016 (Kniesel)/Request for Administrative Relief/Variance**

Dear Mr. Mount:

On behalf of the applicants for the above-referenced project, I hereby request an administrative waiver relating to the size of the proposed pole sign for the project.

The project is located in a commercial area with frontage to Highway 50. The proposed use is commercial. Exposure to the public is a critical element of success for the business. The County standard for signage is 80 sf. The proposed design has 84.5 sf however most of the space is background and not noticeable. Accordingly, request is hereby made for administrative relief regarding the additional signage area.

The subject request is based upon the following:

1. The signage design is of standard proportion, it exceeds the standard by less than 10%, and given the distance from the highway, is the minimum necessary to accommodate the needs of the owner, and
2. There are no objections from any adjacent owners, and
3. The waiver will not be detrimental to the public health, safety or welfare or injurious to the neighborhood.

Page 2

Mr. Mount

In the alternative, the applicant requests a Design Waiver or Variance regarding the signage area. Such request is based upon the following:

1. The subject property is located in a commercial area with Highway 50 frontage however; visibility from the highway is reduced because of the distance created by the frontage road thus creating exceptional circumstances; and
2. Strict application of the sign ordinance would deprive the owners of the reasonable use of their land as related to adjacent commercial uses; and
3. The variance sought is minimal (5%) and the minimum necessary to for commercial use in this area; and
4. The request is in conformity with the intent of the County ordinances and not detrimental to the public health, safety and welfare or injurious to the neighborhood.

Thank you for your consideration.

Very truly yours,



ROBERT A. LAURIE
BECKER RUNKLE & LAURIE

EXHIBIT J

05/25/07

07 MAY 31 PM 2: 00

RECEIVED
PLANNING DEPARTMENT

To: Development Services
Attn: Aaron Mount
Re: Kniesel's Auto Collision Center
From: David W Koupal Sr.

Dear Aaron

Thank you for taking my call on, 04/30/07. It was an interesting conversation.

With this letter, let me reiterate my concerns with the body shop coming to the entrance of our community.

I know my concerns would be yours if this type of business was going to be your neighbor.

NOISE:

As we know, body shops create noise, just by the type of business it is.

ie: POUNDING OUT DENTS, SANDING, THROWING METAL PARTS IN DUMPSTER OUTSIDE OF BUILDING, STARTNG MANY VEHICLES A DAY? AND ALL THE AIR COPRESSERS THAT ARE RUNNING THE EQUIPMENT.

Note: when the sports central was at this location, they had a pitching machine on the back wall approx. 100' from the first residence on Crosswood Dr.. They complained of the noise from this machine. The building is metal and hard to hide the noise.

PARKING:

Tom Kniesel told me the property had 60 parking spaces. He advised me they would have 25 to 30 employees, that leaves 30 spaces. He also advised me they will have reserved spaces for rentals and returned cars. Then the boss has a reserved space.

I recently had work done on my vehicle to replace or repair my front bumper they said it would take 5 to 7 days for the parts.

I observed, maybe, 10 to 15 vehicles in dis-repair outside this body shop. This shop was in an industrial area in El Dorado Co. I decided to take my vehicle home rather than have it sit there 7 days. My point is every shop has to wait for parts, these vehicles are moved outside to wait, more parking spaces are taken.

The Kniesel's would have to move out 7 to 8, maybe more cars each day, to cover the overhead, a lot of rotation has to occur. Maybe some parked on the street or employees have to street park to make more room in parking lot.

On Oct. 24th 2006, I received a brochure and a letter from the Kniesel's showing their two body shops. The letter introduced the family and a brief introduction to their business.

On or about Oct. 24,2006, I went by their Sunrise body shop. I observed 14 vehicles in disrepair.

ie; vehicles masked, parts missing and waiting for their turn in the body shop.

At open house Tom Kniesel asked me to go by their body shops. I told him I did go by the Sunrise shop and what I had observed.

Please note that in their brochure they highlight 2 1/2 acre parking and storage yard.

Access to this lot is a driveway from their main parking lot.

About a month later I went back to the Sunrise shop and did not observe any vehicles in disrepair on the upper lot. I sat around and observed vehicles moving from the body shop to the lower parking lot or storage area and others being returned to the body shop.

Seemed as if Tom cleaned this up after I told him I was there. I again returned to the Sunrise shop about a month later I observed 7 vehicles in disrepair in the main parking lot no vehicles were being moved to the lower lot. At this time I smelled paint fumes.

Business does dictate your actions these were not moved to the lower lot

SMELL; This was the first time I smelled the odor of paint at the Sunrise shop on my third return. The Kniesel's' advised me they were going to put the spray booth in the back corner of the building, but moved it to the front corner because of the proximity of the residence behind the building Approx. 100 ft.

As you know there is a residence in the storage lot to the east of the building, these paint fumes would be in their living quarters. The living quarters are closer than the residence to the rear.

HIRING PRACTICE:

I believe that ninety nine percent of the people working in this industry are good hard working people.

It is the one percent I am concerned about. I am a retired narcotic officer for Sac P D working in a county wide task force.

I worked under cover, it has led us to many different locations in the county and adjacent counties.

Several times I have met with suspects dealing narcotics that work in body shops.

As we know this trade is being taught in prisons. I understand that these felons want a good job and I want them to have it. My concern is, what are they on parole for, what did they do time for?

We hear a lot about Pedophilia these days. Crosswood Dr. has seven boys in the immediate area of the Kniesel's building.

The ages range from 3yrs. to maybe 10yrs there are other boys further down Crosswood

The grammar school bus stops at Crosswood and Wild Chaparral, thirty feet from

Kniesel's property. This building also backs up to the property of a couple that have several young children.

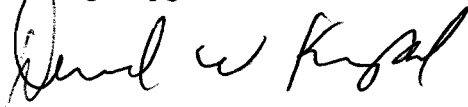
I have talked to a body shop owner in El Dorado County and learned that workers are hard to find in this industry. The owner also told me he had an employ that lived in his camper hiding from his wife so he did not have to give her money.

Please let me point out that the Kniesel's never have been an interest in any of my investigations nor have any of their employees. As I told you I met with the family at an open house they had in the building. There are three generations in this business and I believe the Kniesel's would be devastated if any of their employees did anything to disrupt our community.

I have driven by four body shops in El DORADO Co. in the last couple of months; I observed cars in disrepair in front of all the shops. All of these were located in a business or industrial area not an area such as ours. This building is not classified as industrial area that fits the classification of body shops.

I would never have purchased my home if I had known a body shop would be at the entry of Crosswood Dr., This can't do much for our roads of these homes.

Respectfully Submitted
David W. Koupal
3920 Crosswood Dr.
Shingle Spgs. Ca. 95682





**EL DORADO COUNTY PLANNING SERVICES
2850 FAIRLANE COURT
PLACERVILLE, CA 95667**

**ENVIRONMENTAL CHECKLIST FORM
AND DISCUSSION OF IMPACTS**

Project Title: S07-0011/PD95-0016-R3/Kniesel's Auto Collision Center

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

Contact Person: Aaron Mount **Phone Number:** (530) 621-5355

Property Owner's Name/Address: Robert and Tom Kniesel, 7633 Sunrise Blvd. Citrus Heights, CA 95610

Project Applicant's Name/Address: Robert and Tom Kniesel, 7633 Sunrise Blvd. Citrus Heights, CA 95610

Project Agent's Name/Address: Robert A. Laurie, 263 Main St, Level 2 Placerville, CA 95667

Project Engineer's/Architect's Name/Address: Carlton Engineering 3883 Ponderosa Rd. Shingle Springs, CA 95682

Project Location: North side of Wild Chaparral Dr. approximately one-quarter mile west of the intersection with Ponderosa Rd. in the Shingle Springs area.

Assessor's Parcel Number(s): 070-280-64

Zoning: C-PD (Commercial-Planned Development)

Section: 1 **T:** 9N **R:** 9E

General Plan Designation: C (commercial)

Description of Project: Special Use Permit and Development Plan Revision for a conversion of an existing 18,320 square foot gymnasium to an auto body shop with 16 service bays. Physical changes include tenant improvements only with no changes to the parking or landscaping. Hours of operation are proposed to be 7:30 AM to 5:30 PM Monday through Friday. The facility will employ a maximum of 25-30 persons. Parking and storage of all vehicles that are being serviced will be inside the facility. Equipment in the building is likely to include frame measurement machines, alignment racks, and two paint booths.

Surrounding Land Uses and Setting:

	<u>Zoning</u>	<u>General Plan</u>	<u>Land Use</u> (e.g., Single Family Residences, Grazing, Park, School)
Site:	C-PD	C	Gymnasium
North:	R1A	MDR	Single Family Residence
East:	C-PD	C	Mini-storage
South:	C	C	Transportation Corridor/HWY 50
West:	C-PD	C	Undeveloped

Briefly Describe the environmental setting: The project parcel is at an average elevation of 1,480 feet above mean sea elevation. Improvements include an existing 18,320 square foot commercial structure, parking area with 61 spaces, and associated landscaping and lighting.

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):
 El Dorado County Development Services Department
 El Dorado County Environmental Management Department

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 Resources	Air Quality
Biological Resources	Cultural Resources	Geology / Soils
Hazards & Hazardous Materials	Hydrology / Water Quality	Land Use / Planning
Mineral Resources	Noise	Population / Housing
Public Services	Recreation	Transportation/Traffic
Utilities / Service Systems	Mandatory Findings of Significance	

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: October 5, 2007

Printed Name: Aaron Mount For: El Dorado County

Signature: _____ Date: October 5, 2007

Printed Name: Pierre Rivas For: El Dorado County

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 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. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. 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

I. AESTHETICS. <i>Would the project:</i>				
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) No identified public scenic vistas or designated scenic highway will be substantially affected by this project. The subject parcel is adjacent to State Highway 50, however the section of Highway 50 is not designated a scenic highway. The submitted special use permit acts as a design review and a condition of approval is included to require any exterior modifications to be consistent with the color and materials of the existing structure.
- b) The proposed project will have no impact on existing scenic resources including, but not limited to, trees, rock outcroppings, and historic resources within a corridor defined as a State scenic highway adjacent to the project site.
- c) The proposed project will not degrade the visual character or quality of the site and its surroundings as it is a tenant improvement to an existing structure. The surrounding area has been substantially developed with a mix of commercial and residential uses.
- d) The existing lighting on the project site was analyzed in a previous discretionary permit, however this was previous to changes in the counties lighting ordinance revision that included the requirement for full cut shielding. A photometric analysis, dated September 7, 2007 and performed by Sacramento Engineering Consultants, has been submitted by the applicant. Some lighting at the site is not consistent with County ordinance requiring full cut off shielding. While the current lighting is not to standard, analysis shows that it still does not spill over on to adjacent parcels. A condition of approval has been added to upgrade the lighting to the Counties full cut off standard. There will be no impact.

FINDING: It has been determined that there will be no impacts to aesthetic or visual resources. Identified thresholds of significance for the “Aesthetics” category have not been exceeded and no significant adverse environmental effects will result from the project.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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II. AGRICULTURE RESOURCES. <i>Would the project:</i>				
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. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural 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) Review of the Important Farmland GIS map layer for El Dorado County developed under the Farmland Mapping and Monitoring Program indicates that no areas of Prime, Unique, or Farmland of Statewide Importance will be affected by the project. In addition, El Dorado County has established the Agricultural (-A) General Plan land use map for the project and included this overlay on the General Plan Land Use Maps. Review of the General Plan land use map for the project area indicates that there are no areas of “Prime Farmland” or properties designated as being within the Agricultural (-A) General Plan land use overlay district area adjacent to the project site. The project will not result in the conversion of farmland to non-agricultural uses.
- b) The proposed project will not conflict with existing agricultural zoning in the project vicinity, and will not adversely impact any properties currently under a Williamson Act Contract.
- c) No existing agricultural land will be converted to non-agricultural use as a result of the proposed project.

FINDING: It has been determined that the project will not result in any impacts to agricultural lands, or properties subject to a Williamson Act Contract. The surrounding area is developed with a mix of commercial and residential uses. For this “Agriculture” category, the identified thresholds of significance have not been exceeded and no significant adverse environmental effects will result from the project.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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III. AIR QUALITY. <i>Would the project:</i>			
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_x, 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 PM₁₀, CO, SO₂ and No_x, 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-c) Air Quality Plan and Standards. Tenant improvement of the existing structure would not require grading that could generate criteria air pollutant emissions from vehicle exhaust or dust. Change in use of the site would reduce the ADT's as discussed in the traffic section. Because construction and operation of the proposed project would not be a substantial source of air emissions, it would not conflict with or obstruct any air quality plan, violate any air quality standards, or result in any cumulatively considerable net increases in criteria pollutants. The applicant is required to submit an air quality plan prior to initiation of the use. Impacts would be less than significant.

d-e) Sensitive Receptors and Objectionable Odors. An auto body operation does not include any features that would be a source of substantial pollutant emissions that could affect sensitive receptors. The El Dorado County Air Pollution Control District CEQA Guide states "For projects locating near a source of odors where there is currently no nearby development and for odor sources locating near existing receptors, the determination of significance should be based on the distance and frequency at which odor complaints from the public have occurred in the vicinity of a similar facility". The El Dorado County Air Quality Management District has stated that they have not received many complaints concerning odors emitting from auto body shops in the county, therefore the threshold of significance has

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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not been exceeded; however there is the future potential since the proposed use is directly adjacent to residential uses. Any complaints generated from this new use would be handled by the AQMD.

FINDING: A significant air quality impact is defined as any violation of an ambient air quality standard, any substantial contribution to an existing or projected air quality violation, or any exposure of sensitive receptors to substantial pollutant concentrations. For this "Air Quality" category, the thresholds of significance have not been exceeded.

IV. BIOLOGICAL RESOURCES. <i>Would the project:</i>				
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-f)

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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Special Status Species and Sensitive Natural Communities. The project is a tenant improvement to an existing commercial structure. No grading would be required. No trees would be removed to accommodate project development. The site is not located within an area containing sensitive habitats or special-status species. There would be no impact on biological resources.

FINDING: No impacts from biological resources are expected with the development of the auto body shop either directly or indirectly. For this “Biological” category, the thresholds of significance have not been exceeded.

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

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.

a-d)

All structures related to this project have been constructed. No construction, other than tenant improvements, is required. No grading would be required. There would be no impacts on cultural resources.

FINDING: No impacts to cultural resources are expected with the development of the auto body shop either directly or indirectly. For this “Cultural Resource” category, the thresholds of significance have not been exceeded.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS. <i>Would the project:</i>				
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:

- 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.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- a) There are no known faults, which transect the project area or are located on the project site, however, there are faults located regionally. The project site could be expected to undergo moderate to severe ground shaking during large magnitude earthquakes. These seismic hazards would be reduced to levels of insignificance, because the County requires all new structures to be built in accordance with Seismic Zone 3 criteria, as set forth in the Uniform Building Code (UBC).
- b-c) No grading is required for this project and all structures have been constructed.
- d) Expansive soils are those that greatly increase in volume when they absorb water and shrink when they dry out. The central half of the County has a moderate expansiveness rating while the eastern and western portions are rated low. These boundaries are very similar to those indicating erosion potential. When buildings are placed on expansive soils, foundations may rise each wet season and fall each dry season. This movement may result in cracking foundations, distortion of structures, and warping of doors and windows. Table 18-1-B of the Uniform Building Code establishes a numerical expansion index for soil types ranging from very low to very high. As identified in the "soil Survey of El Dorado County", the subject property has a low to moderate shrink-swell rating. It has been determined that the impact from expansive soils is less than significant.
- e) The existing structure is served by public water and sewer.

FINDING: No significant geophysical impacts are expected from the auto body shop either directly or indirectly. For this "Geology and Soils" category, the thresholds of significance have not been exceeded.

VII. HAZARDS AND HAZARDOUS MATERIALS. <i>Would the project:</i>				
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	

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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VII. 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)

The change in use from a gym to an auto body shop will involve a reportable amount of hazardous materials in use at the site. The owner or operator of any business that handles a hazardous material in specific quantities is required to develop and submit a Business Plan to the local Certified Unified Program Agency (CUPA), which is the Hazardous Materials Division of El Dorado County Department of Environmental Management. The Business Plan protects the public by providing the following:

1. Hazmat storage information to emergency responders
2. Community members have access to information about hazardous materials under the "community right to know" program
3. Prevention of hazardous materials spills and releases through cooperation among businesses and local, state, and federal government authorities. Businesses are required to disclose all hazardous materials and wastes above certain designated quantities which are used, stored, or handled at their facility.

Conformance with the Counties Hazardous Materials Ordinance will ensure that the impact will be less than significant.

- b) The subject site is not within one-quarter mile of an existing or proposed school. There would be no impact.
- d) The project site is not located on any list compiled pursuant to California Government Code 65962.5 identifying any hazardous material sites in the project vicinity. As such, there will be no significant impact from hazardous material sites.
- e) The project site is not within any airport safety zone or airport land use plan area. There would be no impact.
- f) There are no private airstrips in the vicinity of the project site. There would be no impact.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- g) The proposed project will not physically interfere with the implementation of the County adopted emergency response and/or evacuation plan for the County. Compliance with the Counties Hazardous Materials Ordinance will ensure that those emergency personnel are informed of the substances within the subject site. There would be a less than significant impact.
- h) The existing structure is in a development area and is not in an area where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. There would be no impact.

FINDING: Hazardous materials are expected to be used and stored at the subject site, however compliance with local, state, and federal regulations will ensure that the impact will be less than significant. For this “Hazards” category, the thresholds of significance have not been exceeded.

VIII. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>			
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
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?			X
j. Inundation by seiche, tsunami, or mudflow?			X

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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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-f) Construction of the proposed project would involve no ground disturbance that could increase the level of sediments in stormwater discharges at the site. Operation of the proposed project would not involve any uses that would generate wastewater. The existing structure is supplied by public water and sewer. Therefore, no water quality standards would be violated, and no impact would occur.

g & h)

The Flood Insurance Rate Map (Panel 060040 0700B, October 18, 1983) for the project area establishes that the project site is not located within a mapped 100-year floodplain.

- i) The subject property in the El Dorado Hills area 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.
- j) The potential for a seiche or tsunami is considered less than significant. Potential for a mudflow is also considered to be less than significant.

FINDING: No significant hydrological impacts are expected with the development of the auto body shop either directly or indirectly. For this “Hydrology” category, the thresholds of significance have not been exceeded.

IX. LAND USE PLANNING. <i>Would the project:</i>			
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

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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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) The project will not result in the physical division of an established community.
- b) The proposed project is consistent with the specific, fundamental, and mandatory land use development goals, objectives, and policies of the 2004 General Plan, and is consistent with the development standards contained within the El Dorado County Zoning Ordinance.
- c) The project site is not located in an area identified as critical habitat for the Red-legged Frog (*Rana aurora draytonii*), or for the Gabbro soil rare plants which are subject to draft Recovery / Habitat Conservation Plans proposed by the U.S. Fish and Wildlife Service.

FINDING: For the “Land Use Planning” section, the project will not exceed the identified thresholds of significance.

X. MINERAL RESOURCES. <i>Would the project:</i>				
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) 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.
- b) The Western portion of El Dorado County is divided into four, 15 minute quadrangles (Folsom, Placerville, Georgetown, and Auburn) 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

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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 the subject property does not contain any mineral resources of known local or statewide economic value.

FINDING: No impacts to any known mineral resources will occur as a result of the project. Therefore, no mitigation is required. In the “Mineral Resources” section, the project will not exceed the identified thresholds of significance.

XI. NOISE. Would the project result in:			
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
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)

The proposed auto body shop is directly adjacent to a residential subdivision. An acoustical analysis was submitted to investigate the change in use that an auto body shop would bring to the subject site and its effect on the adjacent residential use. The project proposes hours of operation to be 7:30 AM to 5:30 PM Table 6-2 of the 2004 General Plan is applicable to this project proposal:

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**TABLE 6-2
 NOISE LEVEL PERFORMANCE PROTECTION STANDARDS FOR NOISE SENSITIVE LAND
 USES AFFECTED BY NON-TRANSPORTATION* SOURCES**

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 L_{eq} , dB	55	50	50	45	45	40
Maximum level, dB	70	60	60	55	55	50

Noise levels associated with uses within the auto body shop would theoretically not travel outside of the confines of the building. An existing ambient noise assessment was performed and concluded that the noise source dominating the noise environment was US Highway 50 to the south. The acoustical analysis completed a barrier insertion loss analysis to determine the sound insulation performance of the existing property line barrier to the north. The estimate of parking lot noise exposure at the north side of the subject site, adjacent to the residential use, is predicted to range between 52 dB and 56 dB L_{eq} and between 62 dB and 68 dB L_{max} . In this case noise exposure levels would comply with the daytime and evening standards as defined in Table 6-2. The noise analysis recommends two mitigation measures, operation hours of 7am to 7 pm and no door openings on the north façade of the building; however the project description and design incorporates both.

e-f)

The project site is not within the airport land use plan. There are no private airstrips in the vicinity of the project site. There would be no aircraft-related noise impacts.

XII. POPULATION AND HOUSING. <i>Would the project:</i>				
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.

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- a) The proposed project has been determined to have no growth-inducing impact as the project does not include any proposal to extend, or expand infrastructure or roads, and does not include any school or large scale employment opportunities that lead to indirect growth.
- b. No substantial numbers of existing housing stock will be displaced by the proposed project.
- c) No substantial numbers of people will be displaced necessitating the construction of replacement housing elsewhere.

FINDING: The project will not displace any existing or proposed housing. The project will not directly or indirectly induce significant growth by extending or expanding infrastructure to support such growth. For the "Population and Housing" section, the thresholds of significance have not been exceeded and no significant environmental impacts will result from the project.

XIII. PUBLIC SERVICES. <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 El Dorado County Fire Protection District currently provides fire protection services to the project area. Development of the project would result in a minor increase in the demand for fire protection services, but would not prevent the Fire Department from meeting its response times for the project or its designated service area. The El

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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Dorado County Fire Protection District will review building permit plans to determine compliance with their fire standards including, but not limited to: location of fire hydrants, accessibility around buildings, turning radii within parking lots, fire sprinklers within buildings, building identification, and construction phasing. Fire Department fees are collected prior to building permit issuance.

b) **Police Protection:** The project site will be served by the El Dorado County Sheriff's Department with a response time depending on the location of the nearest patrol vehicle. The minimum Sheriff's Department service standard is an 8-minute response to 80% of the population within Community Regions. No specific minimum level of service or response time was established for Rural Centers and Rural Regions. The Sheriff's Department stated goal is to achieve a ratio of one sworn officer per 1,000 residents. Development of the project would result in a minor increase in the demand for police protection services, but would not prevent the El Dorado County Sheriff's Department from meeting its response times for the project or its designated service area.

c-e) **Schools, Parks and Other Facilities.** There are no components of operating the proposed auto body shop project that would include any permanent population-related increases that would substantially contribute to increased demand on schools, parks, or other governmental services that could, in turn, result in the need for new or expanded facilities. There would be no impact.

FINDING: As discussed above, no significant impacts are expected to public services with the proposed project either directly or indirectly. For this "Public Services" category, the thresholds of significance have not been exceeded.

XIV. RECREATION.			
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 and Recreation.** The proposed project does not include any increase in permanent population that would substantially contribute to increased demand on recreation facilities or contribute to increased use of existing facilities. There would be no impact.

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FINDING: No significant impacts to recreation and open space resources are expected Nextel Cellular Facility either directly or indirectly. For this "Recreation" category, the thresholds of significance have not been exceeded.

XV. TRANSPORTATION/TRAFFIC. <i>Would the project:</i>			
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X
b. Exceed, either individually or cumulatively, a level of service standard 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. Result in inadequate parking capacity?			X
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			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)

The El Dorado County Department of Transportation made the determination that there will be no impact to peak hour traffic by this project and will have no impact on the county's regionally significant road system. The change in use from a health/fitness club to and auto care center would result in a reduction of 27 ADT per 1,000 square feet. There will be a less than significant impact.

c) The project site is not within an airport safety zone. No changes in air traffic patterns would occur or be affected by the proposed project. There would be no impact.

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- d) The project site is readily accessible from Windplay Drive. No traffic hazards such as sharp curves, poor sight distance, or dangerous intersections exist on or adjacent to the project site. There would be no impact.
- e) The project site is accessible from Windplay Drive with through access. Project construction would occur entirely on-site within an existing structure. There would be no disruption of emergency access to and from Windplay Drive. There would be no impact.
- f) The submitted site plan was reviewed to verify compliance with the Zoning Ordinance on-site parking requirements. Section 17.18.060 of the Zoning Ordinance lists the parking requirements by use. A theater requires one on-site parking for each three seats within the theater. The auto body shop proposes to have 265 seats within the existing commercial warehouse. This would require 88 onsite parking spaces. The applicants have proposed 76 onsite parking spaces, which has been reduced by the above noise mitigation. A parking agreement has been included as a condition of approval with the adjacent parcel which contains sufficient additional parking for the auto body shop. A pedestrian walkway connects the adjacent parking lot with the subject site. The auto body shop has distinct and differing hours from the other uses within the subject and adjacent sites. Parking within the site would not be compromised by the project proposal. There will be a less than significant impact.
- g) The proposed project does not conflict with the adopted General Plan policies, and adopted plans, or programs supporting alternative transportation.

FINDING: As discussed above, no significant traffic impacts are expected with the auto body shop proposal either directly or indirectly. For this "Transportation/Traffic" category, the thresholds of significance have not been exceeded.

XVI. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i>				
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

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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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;
 - 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) No significant wastewater discharge or surface run-off will result from the development of a auto body shop within an existing commercial warehouse..
- b) No new water or wastewater treatment plants are proposed or are required because of the project.
- c) On-site stormwater drainage facilities are required on-site so as to reduce runoff to discharge levels that do not exceed site discharge levels, which existed prior to development of the site. All such drainage facilities have been built in conformance with the standards contained in the *County of El Dorado Drainage Manual*.
- d) The El Dorado Irrigation District (EID) provides potable water to the project for the existing structure.
- e) The El Dorado Irrigation District (EID) provides waste water treatment for the existing structure.
- f) 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. This facility has more than sufficient capacity to serve the County for the next 30 years.

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 site has adequate storage and regularly scheduled pick-up of solid wastes.

FINDING: No significant impacts will result to utility and service systems from development of the project. For the “Utilities and Service Systems” section, the thresholds of significance have not been exceeded and no significant environmental effects will result from the project.

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XVII. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:			
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) There is no substantial evidence contained in the whole record that the project would have the potential to degrade the quality of the environment. The project does not 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 existing standards and requirements imposed in the conditioning of the project.
- c) 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, are considerable or which compound or increase other environmental impacts." Based on the analysis in this initial study, it has been determined that the project would not result in cumulative impacts.
- d) Based upon the discussion contained in this document, it has been determined that the project would not have any environmental effects which cause substantial adverse effects on human beings, either directly or indirectly.

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 (Ordinance No. 3883, amended Ordinance Nos. 4061, 4167, 4170)

El Dorado County Design and Improvement Standards

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.)