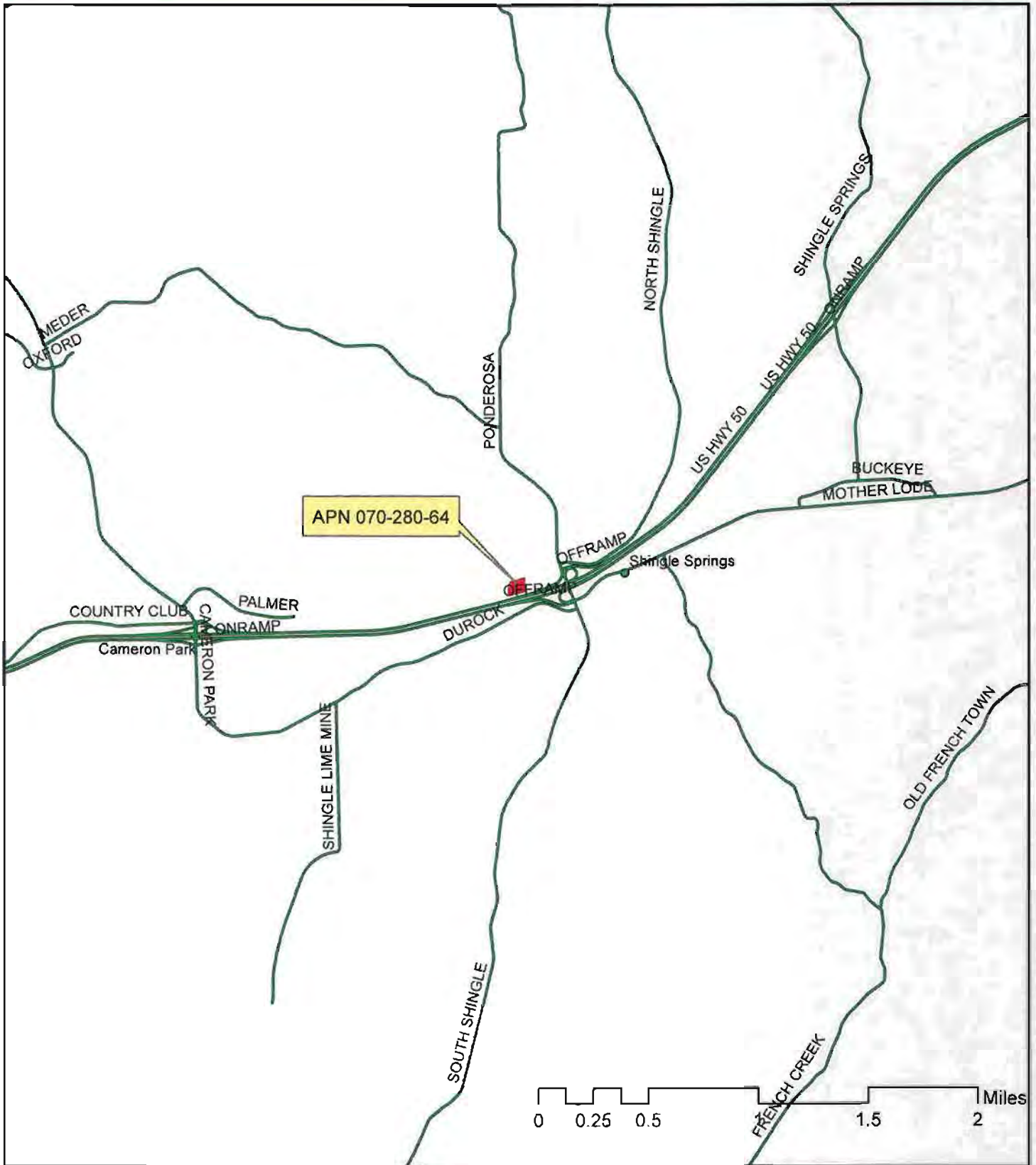






Exhibit A: Location Map



-  prclbase selection
-  majrds
-  PLACENAMES
-  major_roads



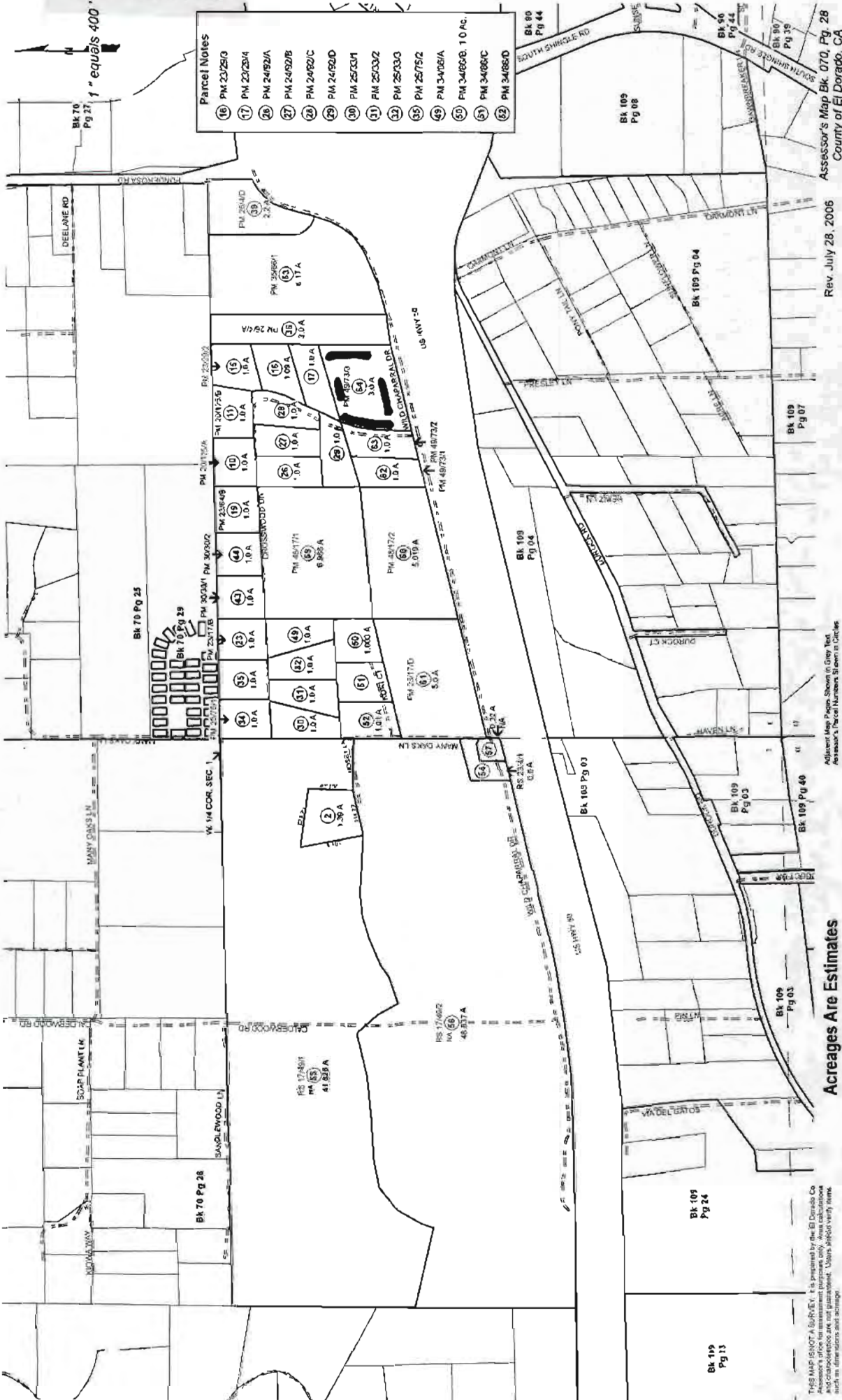
S07-0011-R/PD95-0016-R-4
Kniessel's Auto Collision Centers, Inc.
Prepared By Aaron Mount

POR. NE. 1/4 SEC. 2 & POR. NW. 1/4 SEC. 1, T.9N., R.9E., M.D.M.

70:28

EXHIBIT B

BK 70 Pg 27, 1" equals 400'



Parcel Notes

16	PM 2325/3
17	PM 2325/4
26	PM 2452/A
27	PM 2452/B
28	PM 2452/C
29	PM 2452/D
30	PM 2523/1
31	PM 2523/2
32	PM 2523/3
33	PM 2575/2
49	PM 3405/A
50	PM 3405/B, T.O.A.
51	PM 3405/C
62	PM 3405/D

THIS MAP IS NOT A SURVEY. It is provided by the El Dorado Co Assessor's office for assessment purposes only. Area calculations and descriptions are not guaranteed. Users should verify items such as dimensions and acreage.

Acreages Are Estimates

Adjacent Map Pages Shown in Grey Text
Assessor's Parcel Numbers Shown in Circles

Rev. July 28, 2006

Assessor's Map Bk. 070, Pg. 28
County of El Dorado, CA

Preliminary Site Plan



Richard's Office California Codes 344463-01-07
 BEING PARCEL D OF P.M. 28-225, 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
 CARLTON ENGINEERING INC.



BASIS OF BEARINGS

THE BEARINGS OF THIS SURVEY TO NATURAL TO THE RECESSION OF P.A.
 BY OR AS DETERMINED BY FUTURE ADJUSTMENTS.

REFERENCES

P.M. 28-225 P.M. 28-225
 P.M. 28-225 P.M. 28-225

ASSESSOR'S PARCEL NUMBERS

400-200-000

SURVEYOR'S STATEMENT

THIS SURVEY WAS MADE FROM THE FIELD MAP FILED IN BOOK
 28 OF PAGE 100.

ABBREVIATIONS

CONCRETE RETAIN WALL
 ELECTRICAL PANEL
 FENCE
 FLOOR FINISH
 FLOOR JOIST
 FLOOR SLAB
 FLOOR TRUSS
 FOUNDATION
 ROOF TRUSS
 ROOFING

VICINITY MAP



PARKING TABULATION

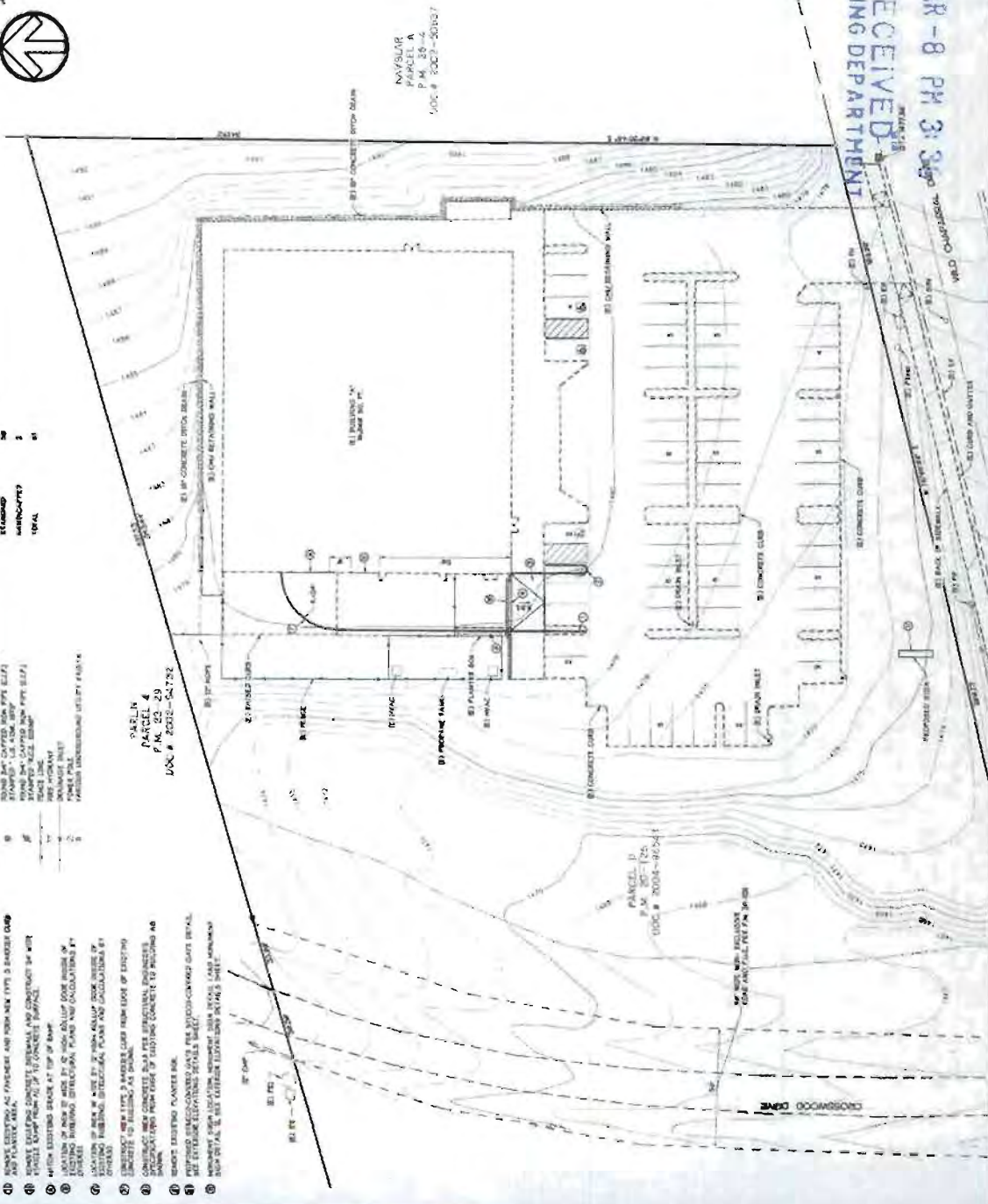
STANDARD	NO.
MINIMUM	1
ACTUAL	1
TOTAL	2

LEGEND

- 1 DIMENSION POINT WITHIN FOUND OR SET
- 2 FOUND OR SET POINT WITHIN FOUND OR SET
- 3 FOUND OR SET POINT WITHIN FOUND OR SET
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- 19 FOUND OR SET POINT WITHIN FOUND OR SET
- 20 FOUND OR SET POINT WITHIN FOUND OR SET

NOTES

- 1) ALL EXISTING CURB SHALL BE REMOVED AND REPAIRED INTO PAVING.
- 2) REMOVE EXISTING ALL PAVEMENT AND FORM NEW (TYPE 3 SANDER CURB AND PLANTER AREA).
- 3) ALL EXISTING CURB SHALL BE REMOVED AND REPAIRED INTO PAVING.
- 4) ALL EXISTING CURB SHALL BE REMOVED AND REPAIRED INTO PAVING.
- 5) ALL EXISTING CURB SHALL BE REMOVED AND REPAIRED INTO PAVING.
- 6) ALL EXISTING CURB SHALL BE REMOVED AND REPAIRED INTO PAVING.
- 7) ALL EXISTING CURB SHALL BE REMOVED AND REPAIRED INTO PAVING.
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- 13) ALL EXISTING CURB SHALL BE REMOVED AND REPAIRED INTO PAVING.
- 14) ALL EXISTING CURB SHALL BE REMOVED AND REPAIRED INTO PAVING.
- 15) ALL EXISTING CURB SHALL BE REMOVED AND REPAIRED INTO PAVING.
- 16) ALL EXISTING CURB SHALL BE REMOVED AND REPAIRED INTO PAVING.
- 17) ALL EXISTING CURB SHALL BE REMOVED AND REPAIRED INTO PAVING.
- 18) ALL EXISTING CURB SHALL BE REMOVED AND REPAIRED INTO PAVING.
- 19) ALL EXISTING CURB SHALL BE REMOVED AND REPAIRED INTO PAVING.
- 20) ALL EXISTING CURB SHALL BE REMOVED AND REPAIRED INTO PAVING.



RECEIVED
 PLANNING DEPARTMENT
 07 MAR - 8 PM 3:30
 2007

RECEIVED
PLANNING DEPARTMENT



CITRUS HEIGHTS

NATOMAS

February 5, 2012

County of El Dorado
2850 Fairlane Court, Building C
Placerville, CA 95667

Subject: El Dorado County Grading Permit #198391 - Appeal to Original Condition of Approval #8 to Install a sidewalk, curb and gutter on Crosswood Drive (Private Road) in Shingle Springs.

Dear El Dorado County:

My name is Robert Knieisel & I am the owner of Knieisel's Collision Center. We are currently in the construction phase of converting an existing 18,000 square foot building into an auto body shop located at 4031 Wild Chaparral Drive. I am writing to share with you that we are nearing completion on those renovations and to request relief from one of the conditions which is causing a sizable burden on our project.

In September, 2009 the County granted approval for construction, but included several conditions. Of specific concern to us is the El Dorado County Department of Transportation's condition (condition #8) for us to construct a six foot wide sidewalk and type 2 vertical curb and gutter along the entire onsite portion of Crosswood Drive (approximately 350 feet long). As a business owner trying to secure our conditional approval and achieve consent to begin construction for our new business, initially I did not contest this condition even though I did not agree with it. In light of the ongoing, recessed economy and the extensive initial costs for design and construction, money is now extremely tight and we are trying to find ways to save in order to get our new business open.

With all due respect, I strongly disagree with the condition to install this curb, gutter and sidewalk along Crosswood Drive and now wish to appeal this Condition of Approval. Please consider the following reasons as to why I believe that this curb, gutter, and sidewalk are unnecessary:

1. The new sidewalk, curb and gutter would be located on a private road (Crosswood Drive) that is not maintained by the County, and has very minimal pedestrian traffic.
2. There is already a complete sidewalk, curb, and gutter on the west side of Crossroad Drive directly across from where the new sidewalk would be installed.
3. Crosswood Drive accesses only about fifteen to twenty residential homes on small acreages and is not an access point for our business. A road with sidewalks on both sides does not lend itself to the rural surroundings and would intrude on the existing natural creek bed.
4. Installation of the new sidewalk would not extend accessibility limits for disabled people because of the already existing sidewalk on the west side of the road.
5. I was able to find no language within El Dorado County ordinances that would support the ability for the County to force a Business Owner/Developer to install a new sidewalk, curb, and gutter on a private road that is not maintained by the County.

Please note that the estimated cost of the new sidewalk, curb and gutter is between \$40,000 and \$45,000. As a business owner struggling to start a business in this recessed economy, and in light of the expensive & protracted legal proceedings we've incurred in the approval process this dismissal would be greatly appreciated. I ask that the County of El Dorado would please consider removing this condition and I would welcome any conversation on this topic. Please feel free to contact me at (916) 847-0100 to discuss further.

Sincerely,

Robert Knieisel - Owner

Tel: 916-419-4555 • Fax: 916-419-8555 • www.kniesels.com
1200 Del Paso Road, Ste #140 • Sacramento, CA 95834

S07-0011 R/PD 95-0016 R4



**COUNTY OF EL DORADO
DEPARTMENT OF TRANSPORTATION**



INTEROFFICE MEMORANDUM

Date: March 3, 2012
To: Aaron Mount
From: Eileen Crawford

Project: S 07-0011 R(2)/PD 95-0016 R(4) Kniesel's Auto Collision Center
Appeal
Location: Wild Chaparral Drive, 0.25 miles west of the Ponderosa Road intersection in
the Shingle Springs area
APN: 070-280-64

The Department of Transportation (DOT) has reviewed the subject project to convert an existing sports facility to an auto collision repair center on Wild Chaparral Drive, in the Shingle Springs Community Region area.

The applicant submitted an appeal on February 12, 2012, regarding the Condition of Approval for the addition of the curb gutter and 6-foot sidewalk along the project frontage at Crosswood Drive. The project frontage along Wild Chaparral Drive has an existing 6-foot sidewalk and ADA ramp at the corner of Wild Chaparral Drive and Crosswood Drive.

The Condition being appealed reads:

The applicant shall construct a six (6)-foot wide concrete sidewalk and Type 2 vertical curb and gutter along the entire on-site portion of Crosswood Drive and connect to the existing curb, gutter, and sidewalk along Wild Chaparral Drive according to Design and Improvement Standards Manual (DISM), Standard Plan 110. All curb returns, at pedestrian crossing, shall include a pedestrian ramp with truncated domes per Caltrans Standard A88A and four feet of sidewalk/landing at the back of the ramp. The applicant shall be subject to an encroachment permit, as determined by the DOT, and these improvements shall be completed prior to occupancy of this project.

The project was conditioned in accordance with the DISM Standard Plan 101A and 101B that require sidewalks along the frontage of commercial properties and within Community Regions regardless of whether the project is on a public or private roadway. DOT reduced the sidewalk width from 8-feet down to 6-feet to match the existing sidewalk width along the frontage. The parcel due west also has 6-feet sidewalk along

S07-0011 R Appeal
March 3, 2012
Kniesel Autobody

the frontage of Wild Chaparral Drive and Crosswood Drive. This project has been conditioned with the same improvements as the neighboring parcel.

Analyzing the most recent bid summaries, DOT has estimated the improvement costs at:

6' Sidewalk:

(345 feet)(6.0 feet)(\$7.00/square-foot)	=	\$14,490.42
Vertical Curb & Gutter		
(345 feet)(\$10.00/linear-foot)	=	<u>3,450.10</u>
		\$17,940.52

This project has been conditioned in accordance with General Plan Policy TC-5b:

In commercial and research and development subdivisions, curbs and sidewalks shall be required on all roads. Sidewalks in industrial subdivisions may be required as appropriate.

DOT has conditioned this project in accordance with the policies and standard plans in use at this time and has uniformly applied those standards to all projects in the County.