

Public Comment #38



EDC COB <edc.cob@edcgov.us>

BOB PAW 12/4/2020

Denial of tentative subdivision map revision - tmr190002 bass lake north

1 message

Katalin Walcott <katiwalcott@gmail.com>
 To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Thu, Dec 3, 2020 at 10:52 PM

Dear Supervisors,

I ask that you uphold the Planning Commission's November 12, 2020 denial of the Tentative Subdivision Map Revision TM-R19-0002 Bass Lake North request to revise the Condition of Approval #66 that sought to reduce the required constructed quantity of park-and-ride parking spaces from 100 to 50 and phasing the remaining 50 spaces as a Condition of Approval for future subdivision(s) within the Bass Lake Hills Specific Plan area.

The Planning Commission's reasons for denial were:

1. No technical analysis or justification was presented to support the applicant's request;
2. The El Dorado Transit Master Plan, testimony from the Transit Authority and Public Comment shows a need for the Park-and-Ride spaces and the Transit Authority Board has not vetted any technical analysis for this request;
3. These projects (Park-and-Ride spaces) are going to be fully refundable to the applicant through the Public Facilities Financing Plan (PFFP);
4. The intention of the Bass Lake Hills Specific Plan was to front load the needed infrastructure;
5. The assertion that it would be reasonable to push the requirement of the additional 50 Park-and-Ride spaces to potential future projects (potentially smaller future projects) would be unfair to those future projects and applicants;
6. The applicant agreed to the front loading infrastructure as approved and conditioned by the Planning Commission, and the Board of Supervisors additional condition of approval to include a bike path; and,
7. The current approved project is more consistent with the Bass Lake Hills Specific Plan and the County General Plan than the proposed modified request as presented to the Planning Commission.

Changes to anticipated traffic levels, build out projections, and deferring infrastructure improvements to undefined future development is how Bass

Lake Road became a road with three Capital Improvement Plan projects removed in 2015/16.

The El Dorado Transit Authority had based their needs for Park and Ride lots on an analysis that predates the 2017 approval of the Bass Lake North project. El Dorado Transit Authority's recent concession to the applicant's request to change from 100 funded parking spaces to 50 parking spaces is not based on any meaningful analysis.

The Park and Ride is also intended to provide 10 joint use parking spaces anticipated to be used for the Mormon Carson Trail within the Bass Lake Hills Specific Plan Area.

Further, on *page 107 the Bass Lake North Project CEQA Addendum and Initial Study of Environmental Significance*, approved by the Board of Supervisors on February 28, 2017 specifies that development of a park and ride facility near the intersection of Bass Lake Road and Country Club Drive should be required in conjunction with the development of the area.

Also, that a portion of the Class 1 Bicycle lane from Old Country Club Drive to Hollow Oak Road had to be added to the Specific Plan and this project without analysis during the Board of Supervisors hearing in 2017, further demonstrates a lack of full consideration for the facilities and circulation elements in the 2016/17 updated Bass Lake Hills Specific Plan. The County should not be trading Conditions of Approval after the fact.

Both the Park and Ride Lot and the Bicycle lane are facilities that are lacking in the Bass Lake Area, and trading required Conditions of Approval years after the project has been approved, in deference to cost increases, does not serve the interests of residents or the County. Additionally, the park and ride facility construction costs are reimbursable to the developer.

I request that both Condition of Approval #66 (the 100 spaces in the Park and Ride Lot) and Condition of Approval #67 (the Class 1 Bicycle lanes) not be modified for this project, and that you uphold the Planning Commission Denial of the request, and refuse the appeal.

Sincerely,

Katalin Walcott



EDC COB <edc.cob@edcgov.us>

SUBJECT: Denial of Tentative Subdivision Map Revision TM-R19-0002 Bass Lake North

1 message

Rowland Gaal <rsgaal@sbcglobal.net>
Reply-To: Rowland Gaal <rsgaal@sbcglobal.net>
To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Thu, Dec 3, 2020 at 10:15 PM

Dear Supervisors,

I ask that you uphold the Planning Commission's November 12, 2020 denial of the Tentative Subdivision Map Revision TM-R19-0002 Bass Lake North request to revise the Condition of Approval #66 that sought to reduce the required constructed quantity of park-and-ride parking spaces from 100 to 50 and phasing the remaining 50 spaces as a Condition of Approval for future subdivision(s) within the Bass Lake Hills Specific Plan area.

The Planning Commission's reasons for denial were:

1. No technical analysis or justification was presented to support the applicant's request;
2. The El Dorado Transit Master Plan, testimony from the Transit Authority and Public Comment shows a need for the Park-and-Ride spaces and the Transit Authority Board has not vetted any technical analysis for this request;
3. These projects (Park-and-Ride spaces) are going to be fully refundable to the applicant through the Public Facilities Financing Plan (PFFP);
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5. The assertion that it would be reasonable to push the requirement of the additional 50 Park-and-Ride spaces to potential future projects (potentially smaller future projects) would be unfair to those future projects and applicants;
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Changes to anticipated traffic levels, build out projections, and deferring infrastructure improvements to undefined future development is how Bass Lake Road became a road with three Capital Improvement Plan projects removed in 2015/16.

The El Dorado Transit Authority had based their needs for Park and Ride lots on an analysis that predates the 2017 approval of the Bass Lake North project. El Dorado Transit Authority's recent concession to the applicant's request to change from 100 funded parking spaces to 50 parking spaces is not based on any meaningful analysis.

The Park and Ride is also intended to provide 10 joint use parking spaces anticipated to be used for the Mormon Carson Trail within the Bass Lake Hills Specific Plan Area.

Further, on page 107 the Bass Lake North Project CEQA Addendum and Initial Study of Environmental Significance, approved by the Board of Supervisors on February 28, 2017 specifies that development of a park and ride facility near the intersection of Bass Lake Road and Country Club Drive should be required in conjunction with the development of the area.

Also, that a portion of the Class 1 Bicycle lane from Old Country Club Drive to Hollow Oak Road had to be added to the Specific Plan and this project without analysis during the Board of Supervisors hearing in 2017, further demonstrates a lack of full consideration for the facilities and circulation elements in the 2016/17 updated Bass Lake Hills Specific Plan. The County should not be trading Conditions of Approval after the fact.

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12/4/2020

Edcgov.us Mail - SUBJECT: Denial of Tentative Subdivision Map Revision TM-R19-0002 Bass Lake North

interests of residents or the County. Additionally, the park and ride facility construction costs are reimbursable to the developer.

I request that both Condition of Approval #66 (the 100 spaces in the Park and Ride Lot) and Condition of Approval #67 (the Class 1 Bicycle lanes) not be modified for this project, and that you uphold the Planning Commission Denial of the request, and refuse the appeal.

Sincerely,

Rowland Gaal, resident of community off of Bass Lake Road

3929 Watsonia Glen Dr.

El Dorado Hills CA 95762



EDC COB <edc.cob@edcgov.us>

Tuesday December 8, 2020 Board of Supervisors Agenda Item 38 Hearing: Appeal of TM14-1522/TM-R19-0002/TM-E19-0001 Bass Lake North Public Comment

1 message

El Dorado Hills Area Planning Advisory Committee <info@edhpac.org> Fri, Dec 4, 2020 at 8:46 AM
To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>, "bosone@edcgov.us" <bosone@edcgov.us>, "bostwo@edcgov.us" <bostwo@edcgov.us>, "bosthree@edcgov.us" <bosthree@edcgov.us>, "bosfour@edcgov.us" <bosfour@edcgov.us>, "bosfive@edcgov.us" <bosfive@edcgov.us>
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Hello,

The El Dorado Hills Area Planning Advisory Committee would like to submit this subcommittee recommendation regarding the Board of Supervisors December 8, 2020 Agenda item 38, appeal of the Planning Commission denial of TM14-1522/TM-R19-0002/TM-E19-0001 Bass Lake North. The EDHAPAC Subcommittee supports denying the appeal.

Attached are our EDHAPAC Subcommittee public comments regarding the appeal, our public comments previously submitted to the County of El Dorado Planning Commission, as well as a Bass Lake Hills Specific Plan PFFP project status list.

Respectfully,
John Davey
2020 Chair

El Dorado Hills Area Planning Advisory Committee
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3 attachments

-  1 EDHAPAC_BassLakeNorth_12-3-2020.pdf
241K
-  2 EDHAPAC_BassLakeNorth_11-10-2020.pdf
220K
-  3 PFFP Table 2 Current Status by Phases.pdf
433K

El Dorado Hills Area Planning Advisory Committee



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El Dorado County Board of Supervisors

330 Fair Lane
Building A
Placerville, CA 95667

December 3, 2020

The El Dorado Hills Area Planning Advisory Committee (EDHAPAC) would like to submit the following feedback regarding Agenda Item 38, the hearing to consider the appeal of the November 12, 2020 Planning Commission denial of Tentative Subdivision Map Revision for Bass Lake North TM14-1522/TM-R19-0002/TM-E19-0001.

EDHAPAC previously submitted public comments from our Bass Lake North Subcommittee for the Planning Commission's hearing on November 12, 2020 (attached).

EDHAPAC would like to offer the following additional comments regarding the appeal.

Bass Lake North Project CEQA Addendum and Initial Study of Environmental Significance

**Approved by the Board of Supervisors on February 28, 2017.
Prepared for El Dorado County in September 2016.**

Page 118 - "The EIR also describes one "planning consideration", which is recommended for implementation in order to reduce transportation impacts, as follows:

Development of a Park & Ride facility near the intersection of Bass Lake Road and Country Club Drive should be required in conjunction with development of the area. Such a facility should be identified early

in the planning process to ensure adequate space is reserved prior to the development. Individual projects could be assessed a prorated portion of the costs associated with establishment of this facility.”

Page 11, “Vehicle access to the project site will be provided via a new connection to Sienna Ridge Road. Pedestrian and bicycle amenities would include a proposed decomposed granite trail along the north side of the existing drainage feature in the southern portion of the project site. The trail would connect to Sienna Ridge Road and provide views of the existing on-site natural resources.”

“Off-site Improvements

The Bass Lake Hills Specific Plan (BLHSP) assumed the build-out of a Park and Ride facility to be located on Country Club Drive near the intersection of Bass Lake Road. In accordance with the Conditions of Approval for the *Bass Lake Hills Specific Plan Conditions of Approval Amendment Addendum and Initial Study of Environmental Significance*, dated January 2016 and adopted on April 28, 2016, the Park and Ride facility property has been acquired as part of the Hawk View subdivision project.

As part of the Conditions of Approval, the proposed project applicant for Bass Lake North is required to construct the first 100 spaces for the Park and Ride facility. The APE for the Park and Ride facility was included in the analysis for the *Bass Lake Hills Specific Plan Conditions of Approval Amendments Addendum and Initial Study of Environmental Significance*. Accordingly, impacts associated with buildout of the Park and Ride facility have already been addressed and are, thus, not included in the analysis in this Addendum.”

Page 106, “Specific Plan Section 4.13, General Circulation and Trail Standards

3. Pathways would be constructed at locations convenient to residential lots to facilitate pedestrian travel to open space trails, local streets, local collectors, and Bass Lake Road. Such pedestrian and bike lane connections would be located and protected to restrict access to adjoining private property.
5. The Class 1 bicycle/pedestrian path along Bass Lake Road shall be separated from the street pavement to the maximum extent possible while maintaining the privacy of adjoining private property.

6. Where practical and compatible, pedestrian paths would be constructed in open space to separate pedestrians from motor vehicles.

7. The Mormon Carson Trail, an off road pedestrian /equestrian/ bicycle trail connecting the eastern and western boundaries of the plan area, would be created within the approximate alignment of the historic Clarksville Toll Road (In certain circumstances, this alignment may coincide with the current alignment of Country Club Drive). To facilitate access to the trail, a parking lot capable of containing approximately ten vehicles would be created at the eastern end of Country Club Drive, at the Plan area boundary. The Trail and the park-and-ride lot would be constructed to allow joint use of the parking facilities. These improvements would be funded by an area-wide assessment district and built during the improvements to Country Club Drive.

11. Parks and open space shown on the Specific Plan Land Use Diagram and Parks and Open Space Plan would be linked by a pedestrian and bicycle circulation system.”

Page 107, “Specific Plan Section 5.7.1, Open Space Policies

4. All pedestrian paths and trails would be designed in accordance with standards contained in the El Dorado County Hiking and Equestrian Trails Master Plan.

During the Planning Commission hearing on November 12, 2020 observations were made by Transportation Department Staff that 50 Park and Ride spaces, as requested by the applicant in the denied Tentative Subdivision Map Revision, would be 50 more spaces than exist in the Bass Lake Hills Specific Plan (BLHSP) Area right now.

And while that is true, that is still 50 fewer spaces than are currently guaranteed by COA 66. 100 Park and Ride spaces are conditioned to be delivered by the project. So, the suggestion that the County would be trading 100 conditioned Park and Ride spaces for 50 fewer is an odd observation.

Additionally, the El Dorado Transit Authority (EDTA) indicated during the same hearing that they would not move forward with construction of the Park and Ride facility until they could construct 100 spaces, so 50 funded spaces would not result in actual construction. If an in-lieu fee were approved, as requested, then the funding of the 50 Park and Ride spaces via in-lieu fees would not result in construction of 50 spaces until an undefined future funding source can be

identified and secured. To repeat, 100 spaces are conditioned now – the EDTA would be able to have the 100 spaces constructed without having to identify and secure another funding source.

The EDTA also informed the Planning Commission that the full 200 space Park and Ride facility would not likely be realized, and that a 100 space facility would be the eventual result – there was mention that the Park and Ride property, as provided by the Hawk View residential project in the BLHSP, was possibly limited by the existing utility/electric power transmission lines over the property – an encumbrance that would make 200 spaces difficult to construct. This suggests that the property secured to provide the Park and Ride spaces (an identified and conditioned need in the 2016 BLHSP) is inadequate to what EDTA had initially identified was required.

Another observation that was suggested during the Planning Commission hearing was that the Class 1 bicycle/pedestrian path segment along Bass Lake Road between the *old* Country Club Drive intersection and Hollow Oak Drive that is provided by COA 67 is the more desirable project between COA 66 & COA 67. This is a non-starter – Bicycle and pedestrian connectivity was a studied circulation and recreation element of the BLHSP, as was the development of a Park and Ride facility. Both facilities were identified needs of the BLHSP, and trading one COA, or parts of one COA, for another COA, violates the identified circulation and recreation impacts and needs of the BLHSP.

The EDHAPAC Subcommittee believes that the Planning Commission reasons for denial were detailed and fair. While we sympathize with the reimbursable cost burdens that these COA's present to the applicant, the Planning Commission's reasons for denial are adequate enough to support the denial.

1. No technical analysis or justification was presented to support the applicant's request;
2. The El Dorado Transit Master Plan, testimony from the Transit Authority and Public Comment shows a need for the Park-and-Ride spaces and the Transit Authority Board has not vetted any technical analysis for this request;
3. These projects (Park-and-Ride spaces) are going to be **fully refundable to the applicant through the Public Facilities Financing Plan (PFFP)**;
4. The intention of the Bass Lake Hills Specific Plan was to front load the needed infrastructure;
5. The assertion that it would be reasonable to push the requirement of the additional 50 Park-and-Ride spaces to potential future projects (potentially smaller future projects) would be unfair to those future projects and applicants;

6. The applicant agreed to the front loading infrastructure as approved and conditioned by the Planning Commission, and the Board of Supervisors additional condition of approval to include a bike path; and,
7. The current approved project is more consistent with the Bass Lake Hills Specific Plan and the County General Plan than the proposed modified request as presented to the Planning Commission.

As always, the El Dorado Hills Area Planning Advisory Committee appreciates the opportunity to review and provide public comment on proposed development projects in the El Dorado Hills area.

Respectfully,

Kathy Prevost
EDHAPAC Bass Lake North Subcommittee Chair

John Davey
2020 EDHAPAC Chair

El Dorado Hills Area Planning Advisory Committee



APAC 2020 Board

John Davey, Chair jdavey@daveygroup.net
John Raslear, Vice Chair jjrazzpub@sbcglobal.net
Timothy White, Vice Chair tjwhitejd@gmail.com
Brooke Washburn, Secretary washburn_bew@yahoo.com

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El Dorado County Planning Commission

2850 Fairlane Court
Building C
Placerville, CA 95667

November 10, 2020

The El Dorado Hills Area Planning Advisory Committee (EDHAPAC) would like to submit the following feedback regarding the Bass Lake North project TM14-1522/TM-R19-0002/TM-E19-0001, scheduled for the Planning Commission meeting November 12, 2020.

EDHAPAC is concerned that El Dorado County has a history of granting project entitlements with specific conditions of approval that are then modified at a later date. Clearly, market conditions, as well as state and local environmental standards, and ordinances, are subject to change over the intervening years between project approval, and project development.

However, conditions of approval are not just covenants between a development and County Government, but more precisely, between development and County Residents/the Community.

When a project is approved and conditions established, it informs residents that protections are being crafted to serve the community, and to protect Country resources. In short, residents don't believe that COAs issued to approve a project

should be treated as negotiating points, or placeholders, used to garner project approval, and then be subject to significant changes later, in a piecemeal fashion.

The intent of both the original Bass Lake Hills Specific Plan, and its associated Public Facilities Finance Plan (PFFP), as well as the updated BLHSP and PFFP in 2016/17, was that the first phases of development (Phases 1, 1A, and 2) would provide the plan area infrastructure in advance of full development, with the opportunity for these first phase developments to be reimbursed for parts of these infrastructure costs by subsequent development projects in later phases.

Seeking to defer these conditioned requirements, COAs, to undefined future development violates the very intent of the BLHSP and PFFP, and invalidates the goals and assurances that the PFFP sought to provide to El Dorado County and to residents.

To be blunt, the County is now left to deal with a similar situation from Bass Lake Area projects approved in the late 1980s and the 1990s, where infrastructure, and road and pedestrian safety and capacity improvements, were deferred to “future projects” that have never materialized.

The EDHAPAC Bass Lake North Subcommittee provides the following for consideration:

Bass Lake North – Project

Subject: Project for Review & Comment - TM-R19-0002/TM-E19-0001 – BASS LAKE NORTH REVISION AND TIME EXTENSION (TM14-1522)

*66. Park & Ride Lot Construction: The applicant **shall cause to be constructed, before the 45th building permit, at least 100 spaces** in the Park and Ride Lot*

located on Country Club Drive near the intersection of Bass Lake Road. The applicant may enter into a reimbursement agreement with the County providing for reimbursement of the funds provided by the applicant and used for the construction, or construction-related, activities (including land acquisition if required) for these improvements to the extent they are included in the Bass Lake Hills Public Facilities Financing Plan Fee Account. Applicant shall be granted a credit against their PFFP fee for such improvements.

Submitted by

Bass Lake North EDHAPAC Subcommittee Chair Kathy Prevost

From the acquisition of the DR Horton properties in 2009, by Winn Communities and N. C. Brown Development, Inc. (doing business as BL Road LLC), there have been several requests from the developer regarding changes to the Conditions of Approval and the 2004 Bass Lake Hills Specific Plan Public Facilities Financing Plan (BLHSP PFFP).

In a letter to Lou Green, (then El Dorado County Council) dated January 21, 2009, Norm Brown stated that "In trying to rearrange the timing of existing conditions, DR Horton found themselves in the position of rearranging the deck chairs on the Titanic. It is insufficient to rearrange the deck chairs; we need to 'right the ship'."

Bass Lake North is in the Bass Lake Hills Specific Plan (BLHSP) as a Phase 2 project and is located on the east side of Sienna Ridge Road adjacent to the Bridlewood Canyon development. The developer of Bass Lake North has requested consideration to amend the Conditions of Approval (COA) of the previously approved tentative map by the Board of Supervisor's (BOS) on February 28, 2017 which requires them to build a one hundred space Park and Ride lot. They would prefer to construct only fifty spaces because of the cost burden.

They are also requesting a six year time extension for the project.

When the ninety home project (38.578 acres) was granted approval of the tentative map by the BOS, a request was made by Supervisor Frantzen that they also complete the Bass Lake Road Bike Trail from Hollow Oak to Highway 50 as one of the Conditions of Approval.

At the request of the developer for amendments to the COA's for Bass Lake North in 2016, a Bass Lake North CEQA Addendum and Initial Study of Environmental Significance, dated September 2016, was written and approved by the Board of Supervisors on February 28, 2017. The requirement for the construction of a one hundred space Park and Ride facility was included in this document.

The Park and Ride Facility had previously been part of the Hawk View project COA's with the requirement to purchase the property and build part of the parking spaces.

The Bass Lake Hills Conditions of Approval Amendments Addendum and Initial Study of Environmental Significance for Hawk View, Bell Woods and Bell Ranch (Phase 1A projects) was reviewed and adopted on April 28, 2016 by the Planning Commission.

The amended COA's refined the sequence and timing of certain infrastructure improvements and changed several interim infrastructure improvements to facilitate incremental development of the tentative maps rather than building them concurrently as originally defined in the BLHSP and 2004 PFFP.

The developer had noted that while Hawk View was a Phase 1A project and should be responsible for the purchase of the 2-acre site, the Phase 2 projects should be responsible for constructing the facility according to the 2004 Public Facilities Financing Plan. Consequently, a new COA number 68 was written requiring the applicant to acquire approximately two acres for a Park and Ride lot which has been completed.

Critical mass was considered to consist of Hollow Oak as Phase 1 and Bell Woods, Hawk View and Bell Ranch or any combination of the three were considered to be Phase 1A in the 2004 PFFP. The remaining Phases of 2 and 3 then consisted of those with and without Development Agreements. This property falls in that classification as only one property (APN 115-010-16) had an original Development Agreement.

The original Development Agreements with the property owners expired and new Development Agreements with Lennar Winncrest, LLC, were approved by the BOS on September 19, 2017.

The PFFP dated June 8, 2004, page 53 states Phases 2 and 3 (remaining units to build out) will "construct 100 parking spaces in park-in-ride lot". Also Phases 2 and 3 will construct or fund the bike way or sidewalk improvements as required.

Consequently, the Bass Lake North project COA's reflect this but the impacts associated with the Park and Ride facility were addressed in the Bass Lake Hills Conditions of Approval Amendments Addendum and Initial Study of Environmental Significance.

The Park and Ride is an important element of the BLHSP and it is included in several places. In the Vision Statement and Plan Goals 2.0 under Objective 3.10.1.3, "The County shall continue to work with employers, residents, and other Agencies to encourage increased car pools, van pools, and park-and-ride lots".

Also, under Circulation 4.0, 4.11 Park-and-Ride Lot, "A site for a park-and-ride lot capable of accommodating 100 vehicles with expansion to 200 vehicles (approximately 2 acres) has been designated on the east side of Bass Lake Road adjacent to the historic Clarksville Toll Road and U.S. Highway 50. This lot will allow Plan area residents alternatives to single-occupancy vehicle commuting. Transit and ridesharing programs will increase use of this facility resulting in vehicle trip reduction. This lot will also double as a parking area for the east-west trail".

In the Specific Plan section 4.13, General Circulation and Trail Standards states "The Mormon Carson Trail, an off road/pedestrian/equestrian/bicycle trail connecting the eastern and western boundaries of the plan area would be created within the approximate alignment of the historic Clarksville toll road (in certain circumstances this alignment may coincide with the current alignment of Country Club Drive). To facilitate access to the trail, a parking lot capable of containing

approximately 10 vehicles would be created at the eastern end of Country Club Drive, at the Plan area boundary. The Trail and the park and ride would be constructed to allow joint use of the parking facilities. These improvements would be funded by the area-wide assessment district and built during the improvements to Country Club Drive”.

It can also be found as figure 4-1, Circulation, page 35, on Village D which is the Bell Ranch project.

Currently, there are existing Park and Ride facility parking deficits in El Dorado Hills and a definite need for more spaces exists. In 2017, LSC Transportation Consultants assessed existing deficiencies in the Park and Ride capacity for the El Dorado County Transportation Commission and at that time found there was a shortage of more than twenty three parking spaces in El Dorado Hills.

For the summer of 2017, the average daily use of the “overflow” parking area was approximately forty vehicles. There were additional parking deficiencies in the Cameron Park area.

Sixty additional spaces were needed in El Dorado Hills and thirty new spaces in Cameron Park. The report stated that in the next ten years these deficiencies were anticipated to grow to one hundred seventy two spaces in El Dorado Hills and seventy in Cameron Park. Further it stated "The long-standing lack of parking capacity in these areas is believed to have suppressed potential transit use and carpooling, and the actual deficiencies might be higher".

This project is also conditioned to purchase the right-of-way for Hawk View Road (North Silver Dove extension) and complete that section of road.

Along with the Bell Woods, Bell Ranch and Hawk View projects, the project is responsible for the improvements to Bass Lake Road from US50 to the realigned Country Club Drive (aka Tierra De Dios, aka City Lights Drive) and construction of the new Country Club Drive.

Additionally, they are responsible for the construction of improvements at the intersection of Bass Lake Road and the US50 interchange ramps, both east and

west bound and the signalization of the eastbound off-ramp terminus intersection with Bass Lake Road.

Consequently the developer is stating that their cost per unit would be increased to \$26,237. Sixteen years ago the 2004 BLHSP PFFP reflected a total Bass Lake Hills Fee Program of \$11,846 for 1404 units at build out.

The BLHSP Amendments and Addendum and Initial Study of Environmental Significance stated there was a “New requirement on for all subdivisions that an update to the Bass Lake Hills PFFP shall be submitted prior to issuance of the first building permit”.

Also, this project is requesting an extension of their Tentative Map's approval because it took them two years to complete the annexation into EID through the Local Agency Formation Committee (LAFCO). EID would not accept the Facility Plan Report for review until the property was annexed.

Project Summary: Bass Lake North Addendum

“The project site is within the region originally known as the Bass Lake Road Study Area (BLRSA), the subject of which was evaluated in a Program Environmental Impact Report adopted by the El Dorado County Board of Supervisors in 1992. Subsequent to this, the Bass Lake Hills Specific Plan (BLHSP) was prepared and adopted by the County in 1995, along with an Addendum to the 1992 Program EIR.”

“The County determined that the project does not present a legal or evidentiary basis for preparation of a Supplemental or Subsequent EIR pursuant to State CEQA Guidelines and that an addendum to the 1992 EIR, pursuant to State CEQA guidelines, is the appropriate environmental document for the proposed project.”

“Site-specific studies were prepared for this project and reviewed and analyzed by County staff to determine if the documents were accurate and objective based on their professional judgment and expertise.”

“The Bass Lake Hills Specific Plan assumed the build-out of the Park and Ride facilities would be located on Country Club Drive near the intersection of Bass Lake Road.” The 100 space park and ride facility property was acquired by the Hawk View subdivision project as stated in the Conditions of Approval for the Bass Lake Hills Specific Plan Conditions of Approval Amendment Addendum and Initial Study of Environmental Significance dated January 2016 and adopted on April 28, 2016. Because the impacts associated with the build out of the Park and Ride facility had already been reviewed, they were not in the analysis within the Bass Lake North Addendum.

The Bass Lake North project is considered a Phase 2 project in the Bass lake Hills Specific Plan PFFP and therefore conditioned to construct Phase 2 public facilities according to the Addendum. Per the document the three Phase 1A projects including Hawk view, Bell Woods and Bell Ranch projects have been approved and conditioned to complete the necessary phase 1A infrastructure consistent with the Bass Lake Road Supplemental Addendum Program EIR.

However, if the Phase 1A infrastructure required by Phase 1A projects is not completed by the time the final map for Bass Lake North is recorded, the proposed project would be required to construct the Phase 1A infrastructure.

The following Planning Commission Findings and Final BOS Findings were adopted on 2/28/17.

Traffic, page 3, 3.6 Policy 3.10.1.1. “Transportation alternatives, which are cost-effective, shall be strongly encouraged. A public transit system linking employment, shopping areas, and schools with residential areas should be developed”.

“The BLHSP requires the construction of bicycle facilities to ensure connectivity with parks and adjacent development. The proposed project, as mitigated and

conditioned, will include a pedestrian access network that internally links all residential and open-space areas and connects to all existing and planned external streets and pedestrian facilities contiguous with the project site. The project is conditioned to construct 100 spaces in the proposed Park and Ride lot located on Country Club Drive near the intersection of Bass Lake Road. Lastly the project is conditioned to pay its fair share of the Public Facilities Financing Fees to support transportation-related facilities identified in the BLHSP.”

3.8 Policy 3.10.1.3 “The County shall continue to work with employers, residents, and other agencies to encourage increased carpools, vanpools and park and ride lots.”

“The project is conditioned to construct 100 spaces in the proposed Park and Ride lot located on Country Club Drive near the intersection of Bass Lake Road. Lastly, the project is conditioned to pay its fair share of the Public Facilities Financing Fees to support the facilities identified in the BLHSP.”

3.9 Policy 3.10.1.5. “Project review shall take into account all forms of transportation and circulation systems, including rail, bicycle trails, pedestrian paths, equestrian easements, off-site and on-site parking where appropriate.”

“The proposed project, as mitigated and conditioned, will include a pedestrian access network that internally links all residential and open space areas and connects all existing and planned external streets and pedestrian facilities contiguous with the project site. The project is conditioned to construct a hundred spaces in the proposed park-and-ride lot located on Country Club Drive near the intersection of Bass Lake Road. Lastly the project is conditioned to pay its fair share of the Public Facilities Financing Fees to support transportation related facilities identified in the BLHSP.”

It is pretty clear that the very much needed Park and Ride is part of a much larger picture for the overall connectivity of the specific plan.

From the addendum to the Bass Lake Road Study Area Program EIR dated November 7th, 1995, page 34.

Specific Plan Section 4.13, General Circulation and Trail Standards, number 13

“In accordance with Caltrans requirements, a park and ride lot capable of accommodating 100 cars, expandable to 200 (approximately 2.0 Acres) shall be provided in the approximate location shown on figure 3-1, Specific Plan Land Use Diagram, and figure 4-1, Circulation Plan, beyond the ultimate right of way of the Bass Lake Road/ Highway 50 interchange. (See Section 8 .0 of the Design Guidelines)”

The requested change only benefits the project proponent and does nothing for the nearby residents or the El Dorado Hills and Bass Lake communities.

Unfortunately, most residents are unaware of the proposed change, and will only become aware of the changes to COA #66 when the previously approved requirement for 100 parking spaces in the Park and Ride Facility do not materialize. This is a consistent experience of dissatisfaction for residents, when proposed mitigation and improvements that are touted as community benefits when a project is approved, but fail to be achieved years after the fact, because initial projections on needs are either insufficient at the time of approval, expectant costs are underestimated, or don't hit proscribed triggers years later, due to a decrease in the overall buildout in a Plan Area.

To residents, one-sided changes to COAs that benefit the applicant, but leave the community with less mitigation, seem inappropriate. The phrase ‘horse trading’ comes to mind. Negotiations between applicants and the County that are codified

in a development agreement - a legal contract – along with the PFFP, that result in a project approval, shouldn't be subject to changes after the fact unless it benefits all parties. These are changes that don't address the resultant domino effect on other elements of the BLHSP circulation planning, and development buildout.

Since recommendations have been made that a reduced parking space count for the Park and Ride Facility can be justified at this time, and the requirement to move the burden of 50 of those parking spaces to undefined future projects in Phase 2, or later phases of the BLHSP, perhaps it would be appropriate to consider a 'trade' of the 50 spaces, or even all required 100 spaces, to future projects in later phases, for something that will immediately benefit the County/residents, since this proposed COA modification appears to benefit the applicant to the detriment of the County/residents. As an example, other elements of circulation are still lacking funding support in the Bass Lake Road Study Area, such as the proposed Bass Lake Road-Bridlewood Drive intersection roundabout, which could also use additional seed funding to obtain grants, even though it is outside the Plan Area. Or improvements to the Bass Lake Road-Hollow Oak Drive intersection which is in the Plan Area, and could be improved to provide safer circulation in conjunction with El Dorado Hills Fire Department Station 86's access driveways, with some seed funding. In these days of reduced funding sources, and increased needs, creative solutions should be embraced. Simply, a change to the COA should be an opportunity to benefit both the applicant and the County/residents.

EDHAPAC believes that the 100 spaces of the 200 parking spaces as required in the BLHSP, PFFP, and COA #66, are necessary elements of the overall circulation needs of the BLHSP, and the region. If a benefit is derived from modifying COA #66, it should be a benefit to all parties – the applicant, the County, and residents.

EDHAPAC understands that we are not currently experiencing what is considered “normal” traffic and transportation demands, however once we do, the requested reduced 50 parking spaces would neither meet the normal demand nor allow for parking for the trail usage.

It would be a tremendous advantage for Bass Lake residents to have a local Park and Ride, as defined in the specific plan, without the need to drive through several miles of local roads and US50, to Town Center for ride sharing, as well as for public transportation.

The El Dorado Hills Area Planning Advisory Committee appreciates the opportunity to review and provide public comment on proposed development projects in the El Dorado Hills area.

Respectfully,

Kathy Prevost

EDHAPAC Bass Lake North Subcommittee Chair

John Davey

2020 EDHAPAC Chair

Table 2 Bass Lake Hills Public Facilities Financing Plan

Item	Segment	Status	
Major Roadway			
Bass Lake Road			
Segment 1 - Hwy 50 to Hollow Oak Road	B-F	Under Construction	Hollow Oak to Country Club removed from TIM Fee
Segment 2 - Hollow Oak to No. BLHSP Boundary	A-F	Completed	
Segment 3 - No. BLHSP Boundary to Exist Bass Lake Rd.	Off-Site	Completed	
Bass Lake Road/Hwy 50 Interchange PSR		Completed	Replaced with Updated Traffic Studies
Country Club Drive			
Segment 1 - Bass Lake Road to Eastern Boundary	H-M	Completed	Phase 3 Improvement moved to Phase I instead of School Roadways
Segment 2 - Bass Lake Rd. to Silver Dove (School Access)	G-H	Moved to project specific	No plans to build school, R of W acquired & Plans completed
Segment 3 - Silver Dove to Western Boundary	G-N	Project Specific	
Bass Lake Hills Fee Program - Roadway			
Hollow Oak Road - East of Bass Lake Road	F-K	Completed	
Hollow Oak Road Extension - West of Bass Lake Road	E-K	Project Specific	
Morrison Road	J-I	Completed	
Silver Dove Way (school access)	Q-G	Moved to project specific	No plans to build school, R of W acquired Plans completed
Silver Dove Way Extension	C-O	To be completed with Bass Lake North	
3 Traffic Signals - Above Ground Items		One completed,	Two others now funded by TIM fee, do not meet warrants at this time
Bass Lake Road/Hwy 50 Interchange Ramp/Meter Improvements		Completed	Replaced with new lanes and widening as per Traffic Study
Bass Lake Hills Fee Program - Other Public Facilities			
Bass Lake Road - Bike Lane and Sidewalk			
Segment 1 - Hwy 50 to Hollow Oak Road	B-F	Bike Lane to be built by BLN	Sidewalk removed from TIM Fee, now frontage or PFFP fee
Segment 2 - Hollow Oak to No. BLHSP Boundary	A-F	Completed	
Segment 3 - No. BLHSP Boundary to Exist Bass Lake Rd.	Off-site	Completed	
Country Club Drive - 8' width Bike Lane			
Segment 1 - Bass Lake Road to Eastern Boundary	H-M	Project Specific	Phase 1 & 1A Infrastructure
Bass Lake Rd. to Silver Dove (School Access)	G-H	Project Specific	Phase 2 Infrastructure
Segment 3 - Silver Dove to Western Boundary	G-N	Project Specific	
School Infrastructure Water and Sewer		Moved to Phase 3, funded by PFFP	No plans for school to be built
Other Public Facilities			
Park & Ride - 100 Vehicles Land Acquisition		Completed	
Park & Ride - 100 Vehicles Construction		To be completed by 600th Unit	1/2 proposed to be funded by BLN
Park Acquisition & Development Surcharge		Completed	Land Acquired, Construction by CSD Fee
Walking Trail		Project Specific	Phase 2 Comments
Open Space Requirement		Project Specific	
Bass Lake Road Medians		Funded by PFFP built by later Phases	
Specific Plan Contingency		To be funded from PFFP	



EDC COB <edc.cob@edcgov.us>

Denial of Tentative Subdivision Map Revision TM-R19-0002 Bass Lake North

1 message

Tasha Boutselis Camacho <tashieb2002@yahoo.com>

Fri, Dec 4, 2020 at 10:00 AM

To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>, "bosone@edcgov.us" <bosone@edcgov.us>, "bostwo@edcgov.us" <bostwo@edcgov.us>, "bosthree@edcgov.us" <bosthree@edcgov.us>, "bosfour@edcgov.us" <bosfour@edcgov.us>, "bosfive@edcgov.us" <bosfive@edcgov.us>

Dear Supervisors,

I ask that you uphold the Planning Commission's November 12, 2020 denial of the Tentative Subdivision Map Revision TM-R19-0002 Bass Lake North request to revise the Condition of Approval #66 that sought to reduce the required constructed quantity of park-and-ride parking spaces from 100 to 50 and phasing the remaining 50 spaces as a Condition of Approval for future subdivision(s) within the Bass Lake Hills Specific Plan area.

The Planning Commission's reasons for denial were:

1. No technical analysis or justification was presented to support the applicant's request;
2. The El Dorado Transit Master Plan, testimony from the Transit Authority and Public Comment shows a need for the Park-and-Ride spaces and the Transit Authority Board has not vetted any technical analysis for this request;
3. These projects (Park-and-Ride spaces) are going to be fully refundable to the applicant through the Public Facilities Financing Plan (PFFP);
4. The intention of the Bass Lake Hills Specific Plan was to front load the needed infrastructure;
5. The assertion that it would be reasonable to push the requirement of the additional 50 Park-and-Ride spaces to potential future projects (potentially smaller future projects) would be unfair to those future projects and applicants;
6. The applicant agreed to the front loading infrastructure as approved and conditioned by the Planning Commission, and the Board of Supervisors additional condition of approval to include a bike path; and,
7. The current approved project is more consistent with the Bass Lake Hills Specific Plan and the County General Plan than the proposed modified request as presented to the Planning Commission.

Changes to anticipated traffic levels, build out projections, and deferring infrastructure improvements to undefined future development is how Bass Lake Road became a road with three Capital Improvement Plan projects removed in 2015/16.

The El Dorado Transit Authority had based their needs for Park and Ride lots on an analysis that predates the 2017 approval of the Bass Lake North project. El Dorado Transit Authority's recent concession to the applicant's request to change from 100 funded parking spaces to 50 parking spaces is not based on any meaningful analysis.

The Park and Ride is also intended to provide 10 joint use parking spaces anticipated to be used for the Mormon Carson Trail within the Bass Lake Hills Specific Plan Area.

Our Bass Lake area has seen a boom in building and increased traffic on Bass Lake Road. We need our County Board of Supervisors to continue to provide our area with the infrastructure

12/4/2020

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needed to handle the traffic capacities of the ever increasing number of homeowners and businesses in our beautiful area.

Tasha Boutselis Camacho
2076 Summer Drive, EDH
Woodridge Development



EDC COB <edc.cob@edcgov.us>

Comment - Denial of Tentative Subdivision Map Revision TM-R19-0002 Bass Lake North

1 message

Debra Simon <debjsimon@gmail.com>

Fri, Dec 4, 2020 at 1:20 PM

To: edc.cob@edcgov.us, The BOSONE <BOSONE@edcgov.us>, charlene.tim@edcgov.us

SUBJECT: Denial of Tentative Subdivision Map Revision TM-R19-0002 Bass Lake North

Dear Supervisors,

As a resident of Bridlewood Canyon I'm deeply dismayed by the comment made by John Davey of the BLAC that "When the Board doesn't hear from residents they acquiesce to the recommendations of developers and County Planning Staff. Your voice is important." Our tax dollars pay the salaries of the Planners and Supervisors with the intent that they look out for and protect the interests of the residents they represent who will have to live with the decisions they make. It is their job to do this. We also have jobs and can't always follow up on every meeting and decision they make. To hear that if they don't get public comment they will be bullied by the developers to succumb to changes in the original plans to the benefit of developers over the residents is outrageous, and we know this happened with the denial of the expansion and upgrades to Bass Lake Road especially between Serrano Parkway and the new Silver Springs extension. Please hold firm on the decision regarding the 100 park-and-ride spots and the bike path and fix the mistakes made by the planners and supervisors when three Bass Lake Rd. improvement projects were removed from the County Capital Improvement Plan in 2015/16. Growth in this area is overwhelming not to mention the noise, lights and lack of bike paths, sidewalks and turning lanes required when you turn an old relatively rural road into a suburban thoroughfare.

I ask that you uphold the Planning Commission's November 12, 2020 denial of the Tentative Subdivision Map Revision TM-R19-0002 Bass Lake North request to revise the Condition of Approval #66 that sought to reduce the required constructed quantity of park-and-ride parking spaces from 100 to 50 and phasing the remaining 50 spaces as a Condition of Approval for future subdivision(s) within the Bass Lake Hills Specific Plan area.

The Planning Commission's reasons for denial were:

1. No technical analysis or justification was presented to support the applicant's request;
2. The El Dorado Transit Master Plan, testimony from the Transit Authority and Public Comment shows a need for the Park-and-Ride spaces and the Transit Authority Board has not vetted any technical analysis for this request;
3. These projects (Park-and-Ride spaces) are going to be fully refundable to the applicant through the Public Facilities Financing Plan (PFFP);
4. The intention of the Bass Lake Hills Specific Plan was to front load the needed infrastructure;
5. The assertion that it would be reasonable to push the requirement of the additional 50 Park-and-Ride spaces to potential future projects (potentially smaller future projects) would be unfair to those future projects and applicants;
6. The applicant agreed to the front loading infrastructure as approved and conditioned by the Planning Commission, and the Board of Supervisors additional condition of approval to include a bike path; and,
7. The current approved project is more consistent with the Bass Lake Hills Specific Plan and the County General Plan than the proposed modified request as presented to the Planning Commission.

Changes to anticipated traffic levels, build out projections, and deferring infrastructure improvements to undefined future development is how Bass Lake Road became a road with three Capital Improvement Plan projects removed in 2015/16.

The El Dorado Transit Authority had based their needs for Park and Ride lots on an analysis that predates the 2017 approval of the Bass Lake North project. El Dorado Transit Authority's recent concession to the applicant's request to change from 100 funded parking spaces to 50 parking spaces is not based on any meaningful analysis.

The Park and Ride is also intended to provide 10 joint use parking spaces anticipated to be used for the Mormon Carson Trail within the Bass Lake Hills Specific Plan Area.

Further, on page 107 the Bass Lake North Project CEQA Addendum and Initial Study of Environmental Significance, approved by the Board of Supervisors on February 28, 2017 specifies that development of a park and ride facility near the intersection of Bass Lake Road and Country Club Drive should be required in conjunction with the development of the area.

Also, that a portion of the Class 1 Bicycle lane from Old Country Club Drive to Hollow Oak Road had to be added to the

12/4/2020

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Specific Plan and this project without analysis during the Board of Supervisors hearing in 2017, further demonstrates a lack of full consideration for the facilities and circulation elements in the 2016/17 updated Bass Lake Hills Specific Plan. The County should not be trading Conditions of Approval after the fact.

Both the Park and Ride Lot and the Bicycle lane are facilities that are lacking in the Bass Lake Area, and trading required Conditions of Approval years after the project has been approved, in deference to cost increases, does not serve the interests of residents or the County. Additionally, the park and ride facility construction costs are reimbursable to the developer.

I request that both Condition of Approval #66 (the 100 spaces in the Park and Ride Lot) and Condition of Approval #67 (the Class 1 Bicycle lanes) not be modified for this project, and that you uphold the Planning Commission Denial of the request, and refuse the appeal.

Sincerely,

Debra Simon

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12/4/2020

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