



EDC COB &lt;edc.cob@edcgov.us&gt;

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**Comment on agenda item 20-1564**

3 messages

**Megan Wilcher** <mwilcher@eldoradotransit.com>

Thu, Dec 3, 2020 at 8:47 AM

To: EDC COB &lt;edc.cob@edcgov.us&gt;

Cc: Matt Mauk &lt;mmauk@eldoradotransit.com&gt;

Good morning Kim,

Please see the attached Public Comment on Item 20-1564 for the 12/8/2020 Board of Supervisors Meeting.

Thank you,  
Megan Wilcher  
Administrative Coordinator  
El Dorado Transit  
(530) 642-5383 ext. 229  
www.ElDoradoTransit.com

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 **EDT Comment Letter\_BOS\_Appeal\_12-8-20.pdf**  
327K

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**EDC COB** <edc.cob@edcgov.us>

Thu, Dec 3, 2020 at 9:09 AM

To: The BOSONE &lt;bosone@edcgov.us&gt;, The BOSTWO &lt;bostwo@edcgov.us&gt;, The BOSTHREE &lt;bosthree@edcgov.us&gt;, The BOSFOUR &lt;bosfour@edcgov.us&gt;, The BOSFIVE &lt;bosfive@edcgov.us&gt;, Donald Ashton &lt;don.ashton@edcgov.us&gt;, Tiffany Schmid &lt;tiffany.schmid@edcgov.us&gt;, Breann Moebius &lt;breann.moebius@edcgov.us&gt;, Jeanette Salmon &lt;jeanette.salmon@edcgov.us&gt;, Julie Saylor &lt;julie.saylor@edcgov.us&gt;, Robert Peters &lt;robert.peters@edcgov.us&gt;

Office of the Clerk of the Board  
El Dorado County  
330 Fair Lane, Placerville, CA 95667  
530-621-5390

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**EDC COB** <edc.cob@edcgov.us>

Thu, Dec 3, 2020 at 9:09 AM

To: Megan Wilcher &lt;mwilcher@eldoradotransit.com&gt;





# EL DORADO TRANSIT

November 20, 2020

Board of Supervisors, County of El Dorado  
330 Fair Lane  
Placerville, CA 95667

**Re: Planning Commission Agenda of 11/12/20, Item #2:  
Revision of Conditions of Approval #66 for Bass Lake North, TM-R19-0002;  
Applicant- N.C. Brown Development, Inc.**

Dear Supervisors:

On 11/12/20, the Planning Commission heard the above referenced item and after extensive discussion, denied the applicant's request to modify the Condition of Approval #66, reducing the required construction of 100 spaces to 50 spaces, for the Bass Lake Hills Park and Ride. The Minutes for that meeting noted several reasons for denial, and the applicant has requested that the El Dorado County Transit Authority (Transit) clarify their position on a number of the issues raised at the hearing.

To provide some context regarding Transit staff's consideration of the Planning Division's Initial Consultation notice of January 30, 2020, attached please find the formal response from Transit dated February 24, 2020. That response details the efforts by Transit staff and the applicant's engineers, CTA Engineering and Surveying, Inc. (CTA) to understand and evaluate the request by the applicant to reduce the number of spaces. The letter also provides an analysis of the option for the applicant to pay an In-lieu Fee, instead of constructing only 50 spaces of the planned 100 space park and ride facility. One note of importance is that Transit subsequently withdrew the request that approval of the in-lieu fee option include a one-year payment deadline.

In considering the most recent discussions of the applicant's request, both between Planning Department staff and Transit staff and based upon public comments made at the Planning Commission meeting on 11/12/20, Transit staff believes it is in the best interest of all parties that we offer some clarification relative to our consideration of the primary issues related to the applicant's request, as we understand them. Please consider the following:

- 1) Regarding what demand or need exists for the development of the Bass Lake Hills Park and Ride (and other park and ride facilities in the immediate area), Transit staff is relying on the information and conclusions from the 2017 El Dorado Transit Park and Ride Master Plan (Plan) prepared by Matthew C. Boyer & Associates, which was duly adopted by the El Dorado County Transit Authority Board of Directors upon its completion. The Plan is available on our website at <https://eldoradotransit.com/document-library/> for your reference. In summary, the Plan quantifies the need for additional parking capacity, by location, stating the following:

“A total of 60 additional spaces are needed currently in El Dorado Hills and 30 new spaces in Cameron Park. Over the next 10 years these deficiencies are anticipated to grow to 172 spaces in El Dorado Hills and 70 in Cameron Park. 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.”

- 2) With respect to the stated reasoning for the applicant’s request to reduce the number of park and ride spaces due in part to subsequent project requirements for construction of a bike path parallel to Bass Lake Road and the resulting increase in project development costs, Transit staff does not have a technical basis for either supporting or opposing the applicant’s reasoning. Transit staff does wholeheartedly endorse improvements to bicycle and pedestrian facilities as they generally work in concert to enhance transit usage and provide for reduced single occupancy vehicle trips overall. For consideration by Transit staff, the applicant’s position that the added bike path costs could be mitigated by reducing the construction costs for the park and ride did not seem unreasonable. However, the idea of construction of only 50 spaces within the footprint and design of the larger 100 space facility created some concern over the ability to effectively service that small of a facility and whether it would truly provide relief to overcrowding of existing facilities in Cameron Park and El Dorado Hills. Those concerns made the option of the applicant paying an in-lieu fee more attractive, as Transit could potentially leverage those funds in pursuit of the construction of the full 100-spaces as planned. Conclusively, should approval of the applicant’s request to modify Condition of Approval #66 reducing the required construction of 100 spaces to 50 spaces be forthcoming, Transit staff would recommend that the In-lieu Fee option also be considered.

El Dorado Transit staff appreciates the opportunity to provide some final input regarding the applicant’s request and appeal of the denial of that request by the Planning Commission to the Board of Supervisors. I am available at your convenience to provide any additional clarification or information for this item, if desired.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matthew Mauk', with a long horizontal stroke extending to the right.

Matthew Mauk, Executive Director



# **EL DORADO TRANSIT**

February 24, 2020

Tom Purciel, Project Planner  
County of El Dorado  
Planning and Building Department  
Planning Division  
2850 Fairlane Court  
Placerville, CA 95667

**Re: TM-R19-0002/TM-E19-0001  
BASS LAKE NORTH REVISION AND TIME EXTENSION (TM14-1522)  
N.C. Brown Development, Inc., Norm Brown/CTA Engineering and Surveying**

Dear Mr. Purciel:

The El Dorado County Transit Authority (El Dorado Transit) appreciates the opportunity to review and comment on the above referenced project. This letter is in response to your Initial Consultation letter dated January 30, 2020.

El Dorado Transit has a long history of working with Mr. Brown and CTA Engineering and Surveying on the future Park and Ride lot at Bass Lake Road and Country Club Drive. Consideration of the design and location of a 200 space Park and Ride began approximately 20 years ago. The letter and attachment from Norm Brown to Mel Pabalinas dated July 26, 2019, that was included in the Initial Consultation package, accurately describes much of the history of events and actions leading up to the present. One correction to note is that the acreage for the Park and Ride was dedicated by Irrevocable Offer of Dedication to El Dorado Transit in 2018 (not to the Transportation Commission).

El Dorado Transit has considered the information provided by Mr. Brown, and the reasoning and justification for requesting that Condition of Approval #66, be modified. Specifically, Mr. Brown is requesting that the required number of parking spaces be reduced from 100 spaces to 50 spaces. CTA Engineering and Surveying has provided a number of exhibits showing how the reduction in spaces could be accommodated and constructed. The development of the site is currently underway relative to initial site grading, utilizing fill materials excavated as part of the Bass Lake Road Reconstruction Project #71360.

El Dorado Transit has given due consideration to the reduction in parking spaces, and Mr. Brown and CTA have been very responsive in making certain design adjustments to the 50 space configuration, to make a transit facility of that size functional, especially considering it would be utilized primarily for the commuter bus service provided by El Dorado Transit. Attached is an Exhibit that shows the current configuration as designed by CTA, and that would be constructed pursuant to the revised Condition of Approval #66.

As part of the review of the proposal by Mr. Brown for the reduced number of spaces, El Dorado Transit had to consider the short-term usage of the 50 space design and facility, in relation to the long-term goal of having a quality 200 space Park and Ride. Due to the limited extent of the road improvements that are currently being constructed, the entry and exit point is at one location and would not match the ultimate design for the facility, even with constructing a 100 space facility in the future. These concerns gave rise to the option of having Mr. Brown pay an in-lieu fee, instead of actually constructing the 50 space facility at this time.



# EL DORADO TRANSIT

In conclusion, El Dorado Transit would not object to the revised Condition of Approval #66, based on the attached Exhibit showing how the reduced size facility would be constructed. Also, as an Option to Construction, El Dorado Transit would agree to accept payment of an in-lieu fee, subject to a verified engineer's estimate for the equivalent cost of construction, to be paid within 1 year of final approvals by the County to the amended Condition of Approval #66 and the time extension for TM14-1522.

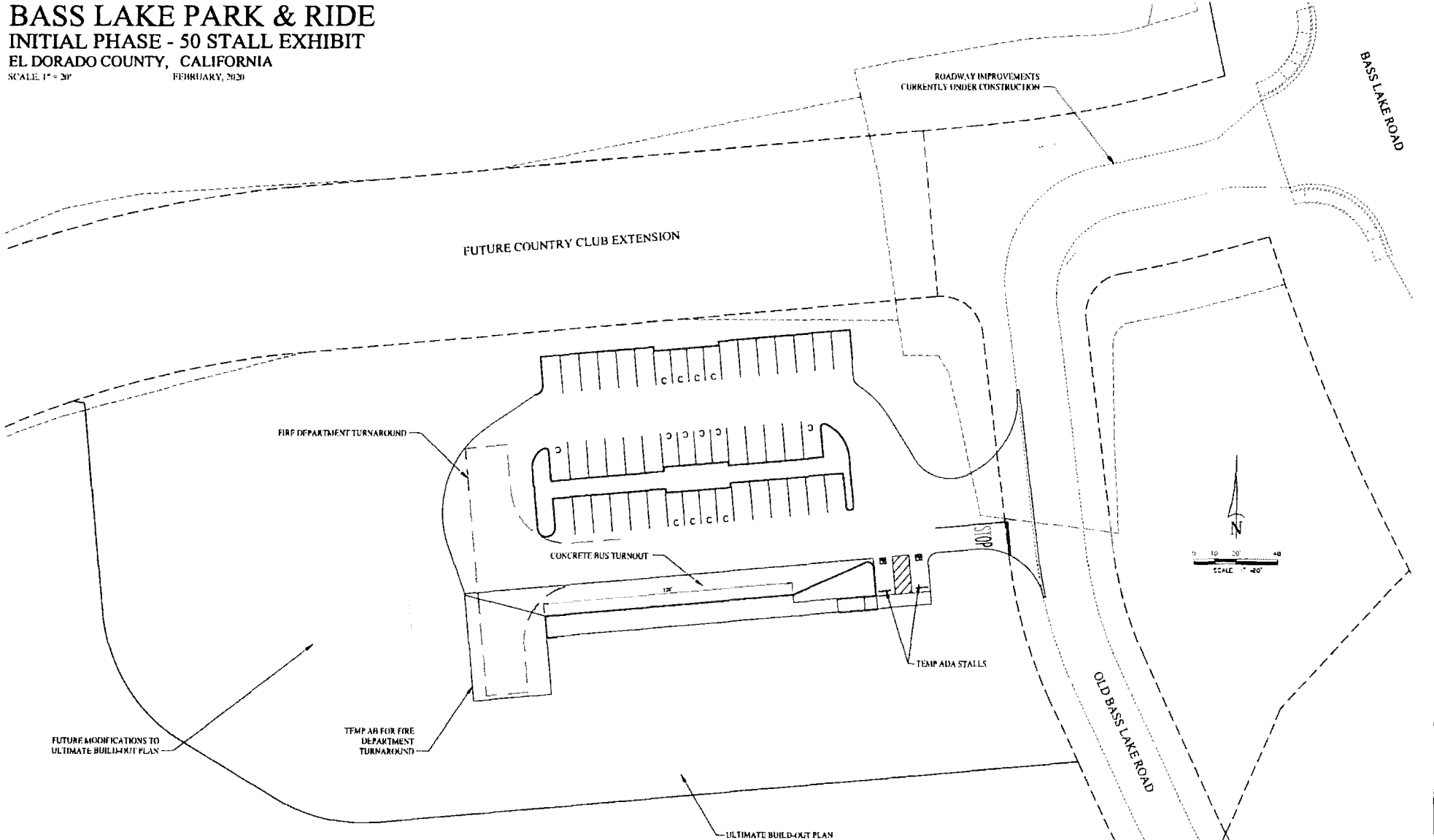
If you have any questions or concerns regarding this response, please contact me at 530-642-5383, X201 or via e-mail at [bjames@eldoradotransit.com](mailto:bjames@eldoradotransit.com).

Sincerely,

Brian James  
Planning and Marketing Manager  
El Dorado County Transit Authority

Cc: Matthew Mauk, Executive Director  
General File

**BASS LAKE PARK & RIDE**  
**INITIAL PHASE - 50 STALL EXHIBIT**  
EL DORADO COUNTY, CALIFORNIA  
SCALE: 1" = 20' FEBRUARY, 2020



**cta** Engineering & Surveying

Civil Engineering - Land Surveying - Land Planning  
3233 Mount Diablo, Rancho Cordova, CA 95642  
TEL: 916.426.4174 FAX: 916.426.4175

**Park and Ride**  
**(50 Finished Space Parking)**

**February 2020**

Item No.	Description	Quantity	Unit	Unit Price	Total Amount
1	Clear and Grub	0.8	ac	\$12,580.00	\$10,064.00
2	Excavation	500	cy	\$11.80	\$5,900.00
3	Dust Control	0.8	ac	\$1,000.00	\$800.00
4	Curb Ramp Truncated Domes	92	sf	\$12.00	\$1,104.00
5	Type 3 Barrier Curb	870	lf	\$35.00	\$30,450.00
6	A.C. Saw Cut	100	lf	\$3.00	\$300.00
7	2" Parking Area A.C.	7,860	sf	\$1.50	\$11,790.00
8	3.5" Bus Aisle A.C.	15,495	sf	\$2.60	\$40,287.00
9	6" Parking Area A.B.	7,860	sf	\$1.90	\$14,934.00
10	12" Bus Aisle A.B.	15,495	sf	\$3.40	\$52,683.00
11	Fire Dept Turnaround A.B.	1675	sf	\$1.90	\$3,182.50
12	Sidewalk	1,300	sf	\$12.50	\$16,250.00
13	Concrete - Bus Turnout	2250	sf	\$15.00	\$33,750.00
14	Fence (Type BW, 5 Strand, Metal Post)	750	lf	\$20.00	\$15,000.00
15	Pedestrian Ramps	1	ea	\$3,420.00	\$3,420.00
16	Striping - Parking	1	ls	\$2,500.00	\$2,500.00
17	Stop Signs	1	ea	\$765.00	\$765.00
18	Miscellaneous Signs	4	ea	\$765.00	\$3,060.00
19	18" Storm Drain	420	lf	\$100.00	\$42,000.00
20	Drain Inlet	3	ea	\$3,200.00	\$9,600.00
21	Std. 48" Drain Manhole	1	ea	\$6,500.00	\$6,500.00
22	Rock Outfall/Slope Protection	460	sf	\$12.00	\$5,520.00
23	T.V. Storm Drain	420	lf	\$3.50	\$1,470.00
24	Lighting & Electrical	1	ls	\$119,000.00	\$119,000.00
25	Landscape	5,125	sf	\$8.00	\$41,000.00
				<b>Estimated Direct Construction Cost</b>	<b>\$471,329.50</b>
	Mobilization	3%			\$14,139.89
	SWPPP Compliance	3%			\$14,139.89
	Erosion Control Measures	5%			\$23,566.48
				<b>Total Estimated Direct Construction Cost</b>	<b>\$523,175.75</b>
1	Engineering	11.5%			\$60,000.00
2	Dry Utility Design	1%			\$5,231.76
3	Construction Staking	4%			\$20,927.03
4	Bond Enforcement	1.5%			\$7,847.64
5	Inspection	4%			\$20,927.03
6	Construction Management	4%			\$20,927.03
7	Contingency	12%			\$62,781.09
				<b>Total Soft Costs</b>	<b>\$198,641.57</b>
				<b>Total Estimated Cost</b>	<b>\$721,817.32</b>
<b>NOTES:</b>					
Assumes Park & Ride to be located at sw corner of Intersection of Old Bass Lake Road and Country Club Drive					
Assumes substantial site import previously completed as a part of Bass Lake Road reconstruction.					
Soft costs have been set at 25% combined cost. Actual costs may vary.					
<b>EXCLUSIONS:</b>					



**Park and Ride  
(50 Finished Space Parking)**

**February 2020**

<b>Item No.</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Total Amount</b>
	Water quality (permanent BMPs), if applicable.				
	Blasting				
	Agency Fees and Plan Check Fees				
	Easement and/or Right-Of-Way Acquisition (hard and soft costs)				
	NOA Mitigation, if applicable				
	Improvements to Old Bass Lake Road and Country Club Drive				
	Wetland Mitigation and Permitting Fees				

