

November 16, 2020



Tom Purciel
El Dorado County Planning
2850 Fairlane Court
Placerville, CA 95667

Re: Planning Commission Motion

Dear Tom:

I would like to respond to the motion made by Commissioner Williams at last Thursday's Planning Commission meeting. Hopefully this will clarify the several issues with which Commissioner Williams had difficulty.

Item 1) No technical analysis or justification was presented to support the applicant's request.

We submitted cost analysis prepared by CTA Engineering and Surveying confirming that with the bike trail our PFFP costs are nearly three times the PFFP fee amount. The amendment request was supported by Planning Staff, DOT Staff and El Dorado Transit staff.

Item 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.

The El Dorado Transit staff agreed with the amendment. There would still be funding for 50 spaces which the Transit Authority could use to construct the Park-and-Ride at any time. I presented a Nexus Analysis that identified the need generated by the BLHSP at full build-out was 11 parking spaces. The 50 spaces would provide 39 strictly for the community's benefit. (Current demand from the BLHSP is 3.5 spaces.)

Item 3) These projects (Park-and-Ride spaces) are going to be fully refundable to the applicant through the Public Facilities Financing Plan (PFFP).

The improvements outlined in Condition #66 Park-and-Ride and Condition #68 Bike Trail are PFFP expenditures and not TIM fee expenditures. As a TIM fee they would be reimbursed in a reasonable period of time. As a PFFP fee they would only become reimbursable late in the build-out of the entire 1,458 units of the Bass Lake Hills Specific Plan.

Item 4) The intention of the Bass Lake Hills Specific Plan was to front load the needed infrastructure.

The Bass Lake Hills Specific Plan is front loaded. Even after this amendment, to fund or build a 50-space Park-and-Ride and the Bike Trail between Hollow Oak and Highway 50, the PFFP expense for Bass Lake North will be over twice the fee amount; it is still front-end loaded.

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Mr. Purciel
11/16/20
Page 2

Item 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.

The Park-and-Ride lot is the only remaining Phase II project. The trigger is 600 units, 130 from the current approval. DOT is the agency that will condition future projects and they have stated that conditioning future projects (130 units) with the remaining 50-space requirement is totally consistent with the BLHSP and PFFP.

Item 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.

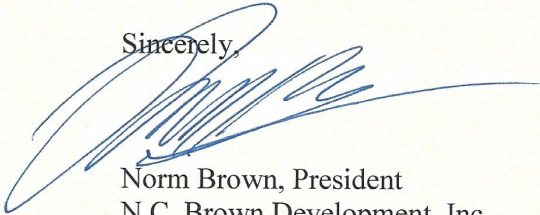
It is correct that I agreed at the Board of Supervisors' hearing to the additional condition of the bike trail. At the time of the hearing we did not have the benefit of staff input. I did not realize that bike trails cost \$1,000,000 per mile to construct.

Item 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.

Both DOT and Planning Staff have agreed that the modification as proposed is in fact consistent with the BLHSP and PFFP.

Thank you for your consideration.

Sincerely,



Norm Brown, President
N.C. Brown Development, Inc.

NCB:jlb