

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

1021 Harvard Way, El Dorado Hills, CA 95762
<https://edhapac.org>

El Dorado County Board of Supervisors

330 Fair Lane
Building A
Placerville, CA 95667

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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