



El Dorado Hills Area Planning Advisory Committee

Wednesday October 22, 2025

6:30PM

EDH Fire Department Training Center- VIRTUAL MEETING via ZOOM

Attendees via ZOOM or via Phone-in Option will be **MUTED**
until Designated periods when the meeting is opened to Public
Comment on each Agenda Item

To Submit Public Comment, click the **RAISE HAND** button in
ZOOM, or **press *9** over the phone



Call To Order

2025 Chair: John Davey

2025 Vice Chair: John Raslear

2025 Vice Chair Tim White

2025 Vice Chair Brooke Washburn

2025 Secretary Bill Jamaca



1. Adoption of Meeting Agenda

El Dorado Hills Area Planning Advisory Committee <https://edhapac.org>



"Non-Partisan Volunteers Planning Our Future Since 1981" 1021 Harvard Way, El Dorado Hills, CA 95762

APAC 2025 Officers

John Davey, Chair jdavey@daveygroup.net Brooke Washburn, Vice Chair Washburn_bew@yahoo.com
John Raslear, Vice Chair jrazpub@shs-global.net Bill Jamaca, Secretary bjamaca@gmail.com
Timothy White, Vice Chair twwhite@gmail.com

AGENDA FOR MEETING: WEDNESDAY October 22, 2025 - 6:00 PM HYBRID Meeting
IN-PERSON SPECIAL LOCATION EDH Fire Dept Training Center 4640 Golden Foothill Pkwy #10
EDH, CA 95762

VIRTUAL Zoom Meeting - CLICK to Join: <https://us02web.zoom.us/j/84221530132>

PHONE IN OPTION (669) 900-9128 Meeting ID: 842 2153 0132

LIVE on YOUTUBE: https://youtube.com/live/xTekV_Kc-2A

(no discussion option via YouTube)

Meetings are recorded in video format

Public Comments are limited to 3 minutes per participant, per topic.

Call to Order

1. Adoption of Meeting Agenda
2. Public Comment
3. Supervisor Communications
D1 Supervisor Greg Ferrero
D2 Supervisor George Turnbo

4. GUEST SPEAKERS: N/A

5. APAC Projects

- a. UPDATE: "Notification" - EDH Area Project Status Updates
- b. UPDATE "Notification" - [Creekside Village GPA20-0001 Z20-0005 SP20-0001 TM20-0002 PA19-0001](#) - Project Status update.
- c. Presentation - [Village of Marble Valley Specific Plan & Lime Rock Valley Specific Plan](#)
Applicant and EDC Transportation Department presentation update: Bass Lake Road Interchange
- d. EDH APAC Subcommittee Finding - [Town & Country Village El Dorado](#)
Review subcommittee finding of Conditional Support in advance of Oct 28 2025 Board of Supervisors Hearing.

Adjournment:

The Next EDH APAC meeting is: Wednesday November 12, 2025 6:30PM HYBRID: In-Person & Virtual: EDH Fire Dept. Station 85 Meeting Room 1050 Wilson Blvd, EDH, CA

PUBLIC COMMENTS can be submitted at the meeting in person or virtually, OR submitted in advance of the meeting via EMAIL. Emailed questions MUST be received by 4PM the MONDAY PRIOR to the meeting date.
Send advance comments/questions to edhapac.comment@gmail.com and please identify the project or subject you wish to address.



2. Public Comment

On any matter not on the Agenda

Three minutes provided to each speaker

If you are commenting via ZOOM, use the **RAISE HAND** button

If you are commenting via telephone call **press *9**

Commenters:

**Please Voluntarily Provide Your Name So We Can Correctly Record
Our Meeting Minutes**



How to become a voting member of EDH APAC

Volunteer to work on a project review/subcommittee.

EDH APAC members can help you learn about the processes & steps



3. Supervisor Communications

District 1 Supervisor Greg Ferrero
District 2 Supervisor George Turnboo



4. Guest Speakers

N/A



5. APAC Matters & Projects



5. a UPDATE *Notification - No Review*

EDH Area project updates



UPDATE *Notification - No Review* EDH Area project updates

- **Village of Marble Valley Specific Plan** – FEIR PENDING
- **Lime Rock Village Specific Plan** – FEIR PENDING
- **Town & Country Village El Dorado** – Planning Commission Sep 10th Recommended Approval
– Board of Supervisors Hearing October 28th
- **Creekside Village Specific Plan** – FEIR PENDING
- **EDH COSTCO** – DEIR PENDING
- **Generations at Green Valley GPA22-0001** – DEIR published - No updates
- **Gateway El Dorado Specific Plan PROJ25-0007** – SP25-0001, Z25-0004, GPA25-0001 DEIR PENDING



UPDATE *Notification* -

Creekside Village GPA20-0001

Z20-00005 SP20-00001 TM20-00002

PA19-00001

- Project Status Update



Reduced Impact Alternative (RIA), was developed which avoids impacts to tribal cultural resources (TCRs) and reduces the total number of residential units from 918 to 763, including limiting the number of conventional housing units to a maximum of 150 with the remainder restricted to Active Adult.

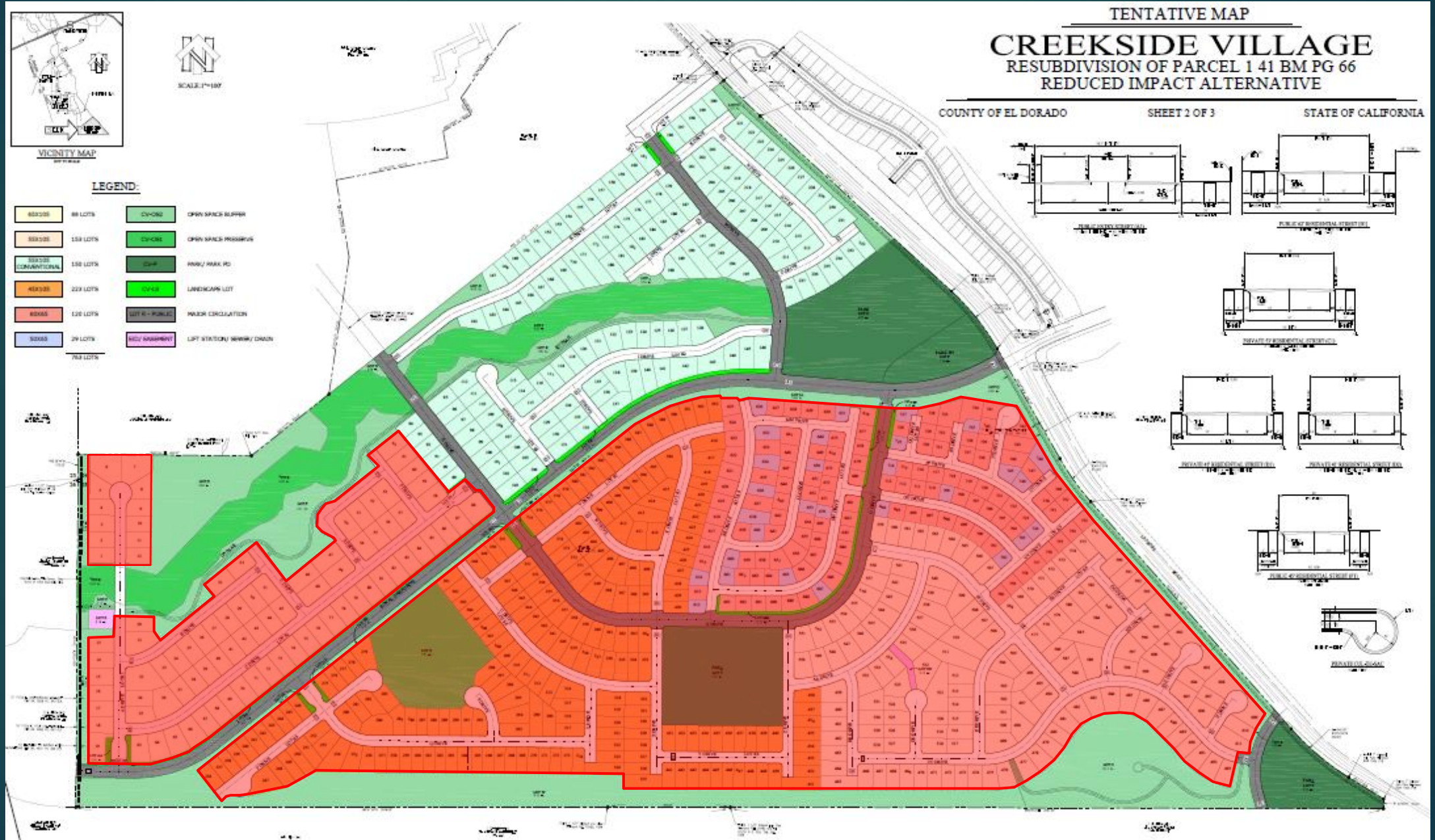
The RIA proposes a 7.5-acre Village Park with 1.6 acres of the park containing a Planned Development (PD) overlay designation that could allow for neighborhood commercial uses to serve the plan area, similar to the proposed project. These potential commercial uses would require approval of a separate Conditional Use Permit and Planned Development. There would be two additional Neighborhood Parks, 4.4 and 2.2 acres in size, for a total of 14.1 acres in parks and 44.4 acres in open space.

Given the ability to address significant impacts to TCRs and the concerns of the Latrobe School District, it was decided that the RIA should be analyzed at a project-specific level so that the County could ultimately approve the RIA instead of the proposed project.

PREFERRED PLAN



PREFERRED PLAN: AGE-RESTRICTED VILLAGES



LAND USE TRAFFIC IMPACTS

PREFERRED PLAN RESULTS IN SIGNIFICANTLY FEWER DAILY TRIPS

<u>LAND USE</u>	<u>SQ FT or UNITS</u>	<u>DAILY TRAFFIC TRIPS</u>
R&D Industrial	4.5M Square Feet	50,170
Office/Campus	4.5M Square Feet	56,328
Original Plan (Conventional)	918 Homes	10,040
Preferred Plan (Active Adult 613/Conv 150)	763 Homes	4,147

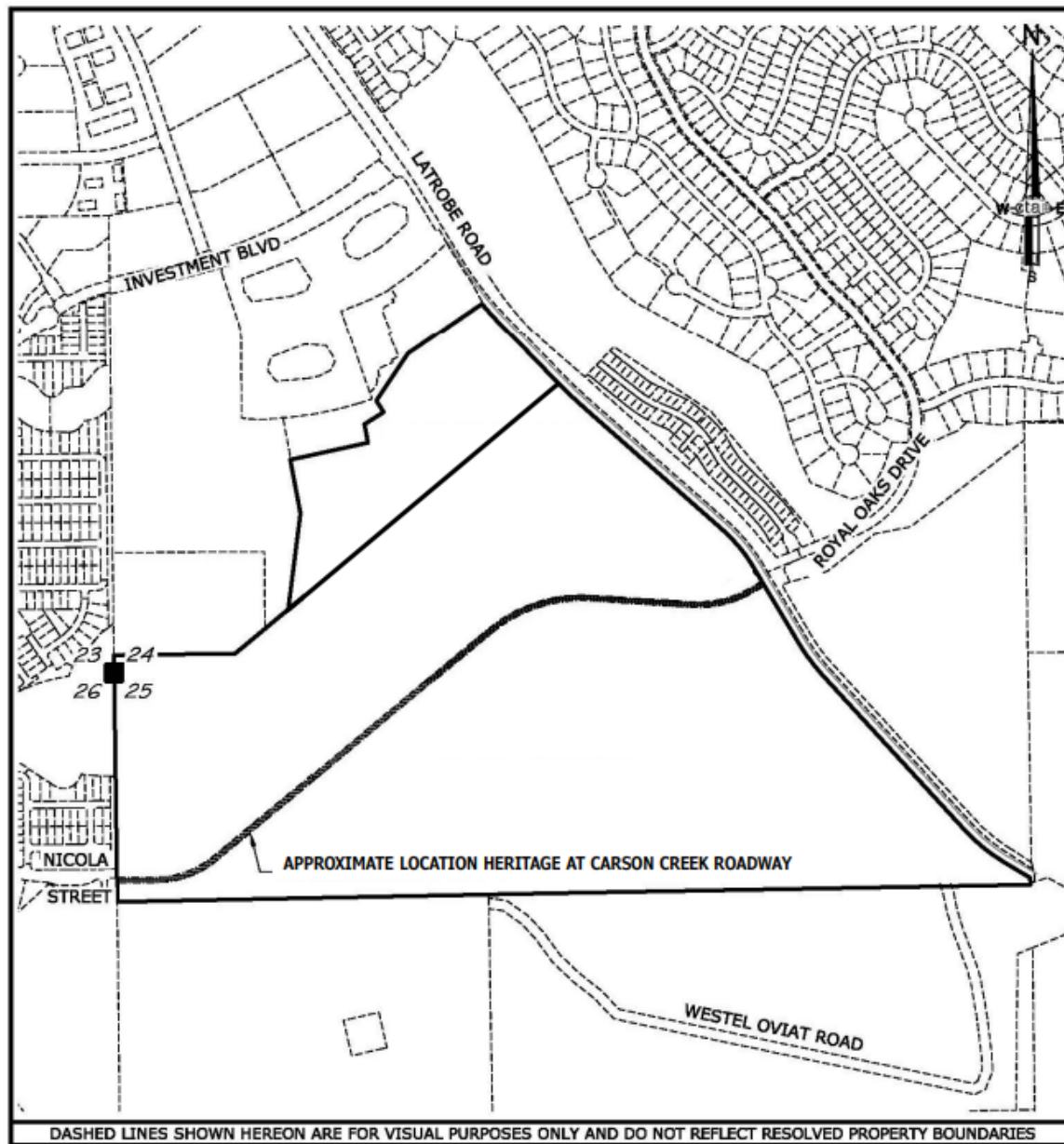


Creekside Village GPA20-0001 Z20-0005 SP20-0001 TM20-0002 PA19-0001 - Project Status Update

The Creekside Village Specific Plan Project FEIR has been published, and the project will be considered at a Hearing before the El Dorado County Planning Commission on Wednesday November 12, 2025. A second Planning Commission Hearing date is scheduled for the next day, Thursday November 13, 2025 at the discretion of the Planning Commission if they need an additional day for deliberations.



EDH COSTCO: PROJ21-0003, PD15-0001, CUP23-0012, V22-0001





Village of Marble Valley Specific Plan

The proposed VMVSP includes the development of 3,236 dwelling units, 87 acres of public facility / recreational use, 475,000 square feet of commercial use, 35 acres for two public schools (K5 / K8), 1,284 acres of open space, 55 acres of agricultural use, and 61 acres of new road impact areas and future right-of-way. Planned improvements are proposed for 1,875 acres of the 2,341-acre site.

Lime Rock Valley Specific Plan

The proposed LRVSP would provide for development of up to 800 residential units and an 8-acre neighborhood park with recreational amenities. About 335 acres would be designated as public and private open space. The proposed project would also include a network of pedestrian trails and pathways that would connect and enhance existing and proposed trails in the area, including the El Dorado Trail

Presentation

**Applicant and EDC Transportation Department
presentation update: Bass Lake Road Interchange**

US 50/Bass Lake Road Interchange Update

**El Dorado Hills APAC
October 22, 2025**

US 50/Bass Lake Road Interchange



Current Conditions

- Near Capacity
- Safety (Off-Ramp Queuing)
- Remaining Capacity: 400 Units North or South of US 50 (As of May 2022)



CIP #36104005

- Includes Elements of Interim Improvements
- Includes Planning Studies for Ultimate Interchange
- Ultimate Interchange Needed Without VMV and/or LRV



Interim Configuration

- Needed Without VMV and/or LRV
- Improvements Generally in Existing Footprint
- Additional Units: 1,530 South/670 North of US 50



Next Steps

- Must Plan for Ultimate to Implement Interim Improvements
- Caltrans Process Required (Mark Thomas to Review)

About Mark Thomas

98

years in business

11

offices

470

team members

#8

ENR CA top
civil engineering firm

100%

employee-owned

6,000+

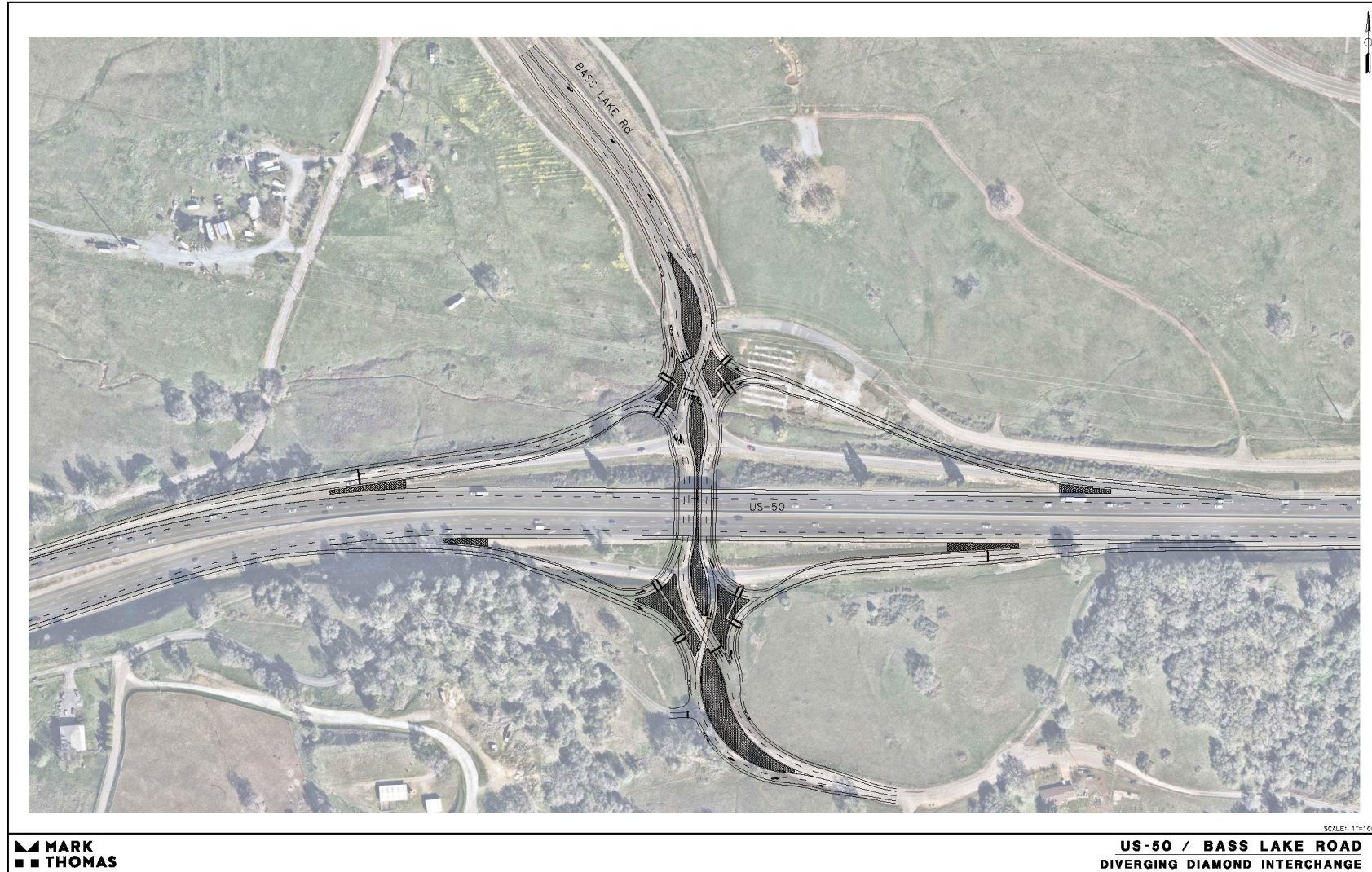
projects delivered



Ultimate Interchange- Alternative 1 (Partial L-9)



Ultimate Interchange- Alternative 2 Diverging Diamond



MARK
THOMAS

US-50 / BASS LAKE ROAD
DIVERGING DIAMOND INTERCHANGE

SCALE: 1"=100'

Interim Interchange



Preliminary Cost Estimates (2025 Dollars)

Concepts	Construction Costs	Project Development Costs	Total
Interim Improvements	\$6M - \$8M	\$2.5M - \$4M	\$8.5M - \$12M
Alternative 1 (L9 Interchange)	\$50M - \$60M	\$21M - \$25M	\$70M - \$85M
Alternative 2 (DDI Interchange)	\$50M - \$60M	\$21M - \$25M	\$70M - \$85M

Caltrans Approvals & Schedule

Project Initiation Document (PID) Phase

- Project Planning and Programming
- Ultimate Interchange & Interim Phase
- 12 months to 15 months

Project Approval & Environmental Document Phase (PA&ED) Phase

- Environmental Clearance
- Ultimate Interchange & Interim Phase
- 24 months to 36 months

Plans, Specifications, & Estimate (PS&E) Phase

- Final Design & Construction Documents
- Interim Phase
- 24 months to 30 months

Traffic Impact Fee (TIF) Considerations

Costs of US 50/Bass Lake Road Interchange

(Ultimate Improvement)

\$70 to \$85 Million

Interchange costs should be added to the CIP with or without Marble Valley and Lime Rock Valley Specific Plans to serve existing and other anticipated development.

Total TIF Fees to be Paid by Marble Valley and Lime Rock Valley Specific Plans:

\$125.6 Million

Calculated at current TIF rate with \$53.4 million Highway 50 TIF revenue and \$72.2 million Local Roads TIF revenue.

Traffic Impact Fee (TIF) Fund Balance

- With significant information from County DOT, Economic & Planning Systems, Inc. (EPS) calculated the TIF to be paid by both projects and all CIP improvements anticipated to be constructed and funded by the TIF through 2044-45.
- EPS concluded that Marble Valley and Lime Rock Valley Specific Plans will have a net positive impact on the TIF Program.
- Zones A and B will have a **\$55.8 million fund balance** after funding all CIP projects.
- Zone C will have a **\$12.8 million fund balance** after funding all CIP projects.
- County DOT has reviewed this analysis and concurs in the conclusions.



Marble Valley Specific Plan & Lime Rock Village Specific Plan Bass Lake Rd US50 Interchange

CONCEPT GEOMETRICS:

Interim Phase: The interim phase concept will maintain the Type L-1 Tight Diamond configuration to minimize impacts while widening Bass Lake Road and the existing ramps to provide increased capacity.* The concept widens Bass Lake Road to three lanes at the freeway undercrossing, proposes a 5' median separating traffic, and includes a sidewalk on the east side of the roadway outside the existing bridge columns. A tie-back wall at the edge of the sidewalk is proposed to reduce impacts to the existing bridge abutment. The US-50 EB off-ramp widens to three lanes to provide dedicated turn lanes at the intersection with Bass Lake Road. This widening will require a small amount of cut into the hillside south of the off-ramp. Minimal widening and earthwork will be required to the north and south of the interchange along Bass Lake Road to accommodate the additional lanes.* Preliminary traffic analysis for projected volumes was completed for the interim concept, and the results show a Level of Service (LOS) and Delay for the intersections ranging from a (D) for the EB US 50 ramps to (C) for the WB US-50 ramps.



CONCEPT GEOMETRICS - Interim Phase



US-50 / Bass Lake Road Interchange Cost Estimate

Type of Estimate : Preliminary Cost Estimate
 Project Description: US50 / Bass Lake Road Interchange Improvements
 Concept : Interim Interchange

SUMMARY OF PROJECT COST ESTIMATE	
	Current Year Cost
TOTAL ROADWAY COST	\$ 6,077,000
TOTAL STRUCTURES COST	\$ 216,000
SUBTOTAL CONSTRUCTION COST	\$ 6,293,000
TOTAL RIGHT OF WAY COST	\$ 10,000
TOTAL CAPITAL OUTLAY COSTS	\$ 6,310,000
PAID	\$ 631,000
PS&E	\$ 788,800
RIGHT OF WAY	\$ 127,000
CONSTRUCTION SUPPORT	\$ 946,500
PROJECT MANAGEMENT	\$ 124,700
TOTAL PROJECT DEVELOPMENT COST	\$ 2,620,000
TOTAL PROJECT COST	\$ 8,930,000



Marble Valley Specific Plan & Lime Rock Village Specific Plan Bass Lake Rd US50 Interchange

CONCEPT GEOMETRICS:

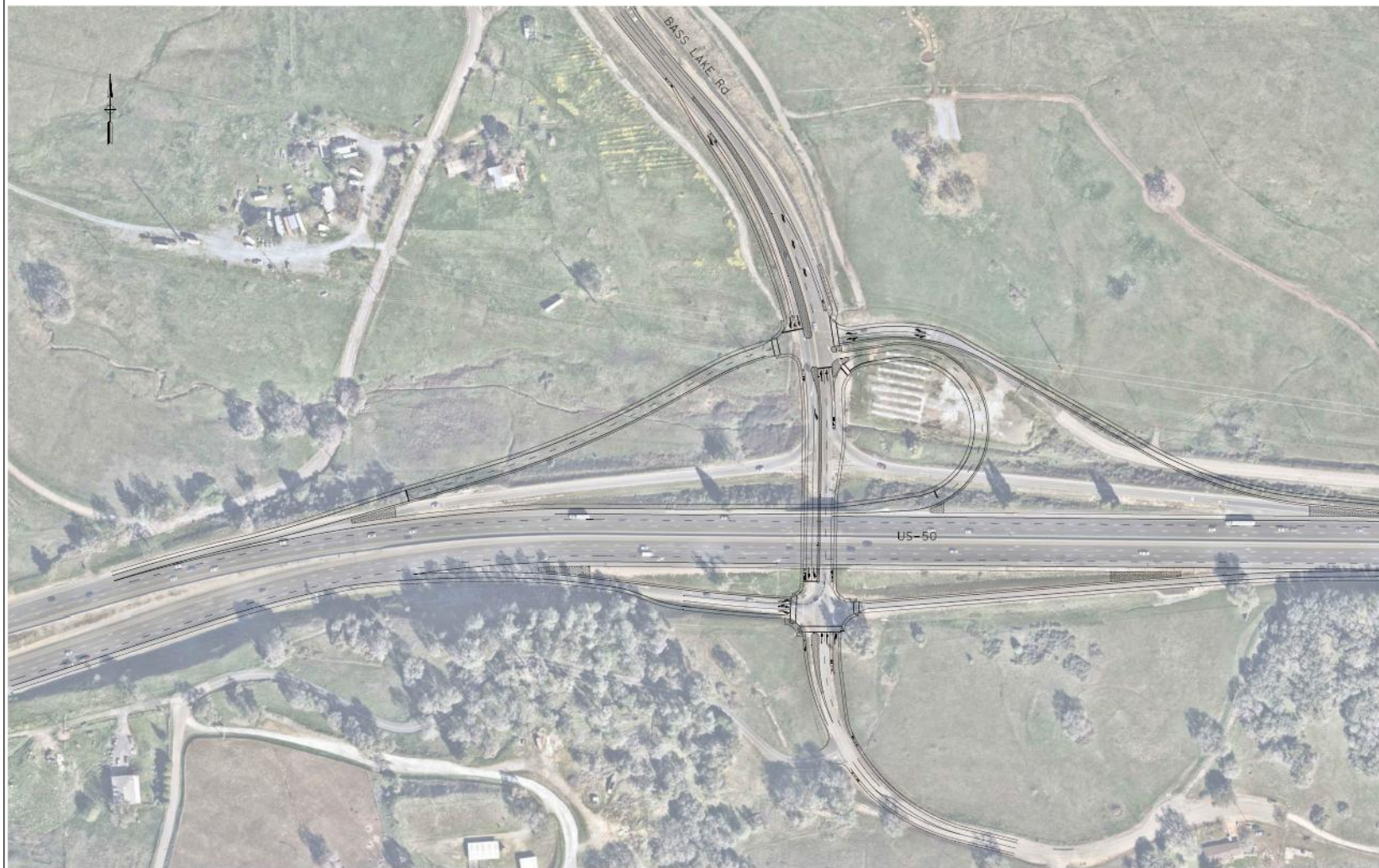
L-9 Interchange: The L-9 interchange concept consists of a Tight Diamond (L-1) on the south side and a Partial cloverleaf (L-9) on the north side.* This interchange improvement necessitates a new bridge structure on US-50 to accommodate the widened Bass Lake Road undercrossing. The cross section of the undercrossing is two lanes each direction, a raised median, and bike lanes/sidewalks on both sides of Bass Lake Road. The existing EB off-ramp will be widened to provide 3 dedicated turn lanes at the intersection with Bass Lake Road. This ramp cuts into the hillside to the south and will require a substantial amount of earthwork. The loop on-ramp from NB Bass Lake Road to WB US-50 will require reconstruction of the WB US-50 on/off ramps and will require a substantial amount of ROW acquisition. Preliminary traffic analysis for projected volumes was completed for the L-9 concept, and the results show a Level of Service (LOS) and Delay for the intersections ranging from a (C) for the EB US 50 ramps to (A) for the WB US-50 ramps.



CONCEPT GEOMETRICS - L-9 Interchange:

US-50 / Bass Lake Road Interchange Cost Estimate

Type of Estimate : Preliminary Cost Estimate
 Project Description: US50 / Bass Lake Road Interchange Improvements
 Concept: L9 Interchange



SUMMARY OF PROJECT COST ESTIMATE	
	Current Year Cost
TOTAL ROADWAY COST	\$ 36,053,800
TOTAL STRUCTURES COST	\$ 12,240,000
SUBTOTAL CONSTRUCTION COST	\$ 48,293,800
TOTAL RIGHT OF WAY COST	\$ 2,000,000
TOTAL CAPITAL OUTLAY COSTS	\$ 50,300,000
PAVED	\$ 5,030,000
PS&E	\$ 6,287,500
RIGHT OF WAY	\$ 1,006,000
CONSTRUCTION SUPPORT	\$ 7,545,000
PROJECT MANAGEMENT	\$ 993,425
TOTAL PROJECT DEVELOPMENT COST	\$ 20,870,000
TOTAL PROJECT COST	\$ 71,170,000



Marble Valley Specific Plan & Lime Rock Village Specific Plan Bass Lake Rd US50 Interchange

CONCEPT GEOMETRICS:

Diverging Diamond Interchange: The Diverging Diamond Interchange (DDI) concept uses traffic signals on the Bass Lake Road undercrossing to direct traffic lanes crossing the freeway to the left side of the roadway to allow for free left turns onto and off of US-50. This concept requires widening and reconstruction of the on/off ramps and a new bridge structure on US-50 to accommodate the widened Bass Lake Road undercrossing. The US-50 EB off-ramp widening will require a substantial amount of earthwork as it cuts into the hillside to the south. The cross section of the undercrossing is proposing 3 NB lanes and 2 SB lanes, a raised median, and bike lanes/sidewalks on both sides of Bass Lake Road. The DDI concept allows for a compact diamond configuration that reduces the footprint of the interchange. With the construction of this concept, it helps minimize right-of-way acquisition along the US-50 ramps.* Preliminary traffic analysis for projected volumes was completed for the DDI concept, and the results show a Level of Service (LOS) and Delay for the intersections ranging from a (B) for the EB US 50 ramps to (A) for the WB US-50 ramps. These results show this concept performs better than the L9 concept regarding traffic operations.



CONCEPT GEOMETRICS – Diverging Diamond Interchange

US-50 / Bass Lake Road Interchange Cost Estimate

Type of Estimate : Preliminary Cost Estimate
Project Description: US50 / Bass Lake Road Interchange Improvements
Concept: Diverging Diamond Interchange (DDI)



SUMMARY OF PROJECT COST ESTIMATE	
	Current Year Cost
TOTAL ROADWAY COST	\$ 38,250,000
TOTAL STRUCTURES COST	\$ 11,040,000
SUBTOTAL CONSTRUCTION COST	\$ 49,290,000
TOTAL RIGHT OF WAY COST	\$ 2,000,000
TOTAL CAPITAL OUTLAY COSTS	\$ 51,290,000
PA/ED	\$ 5,129,000
PS&E	\$ 6,411,300
RIGHT OF WAY	\$ 1,025,800
CONSTRUCTION SUPPORT	\$ 7,693,500
PROJECT MANAGEMENT	\$ 1,013,000
TOTAL PROJECT DEVELOPMENT COST	\$ 21,280,000
TOTAL PROJECT COST	\$ 72,570,000



UPDATE *Notification* -

Town & Country Village El Dorado

Review subcommittee finding of Conditional Support in advance of Oct 28 2025 Board of Supervisors Hearing.



El Dorado Hills Area Planning Advisory Committee

Town & Country Village El Dorado Subcommittee Finding

TOWN & COUNTRY VILLAGE EL DORADO

OVERALL SITE PLAN
EL DORADO COUNTY, CALIFORNIA
SCALE: 1"=100' MARCH, 2024

APPLICANT

JOSH PANE
1123 J STREET, 3RD FLOOR
SACRAMENTO, CA 95814

OWNER

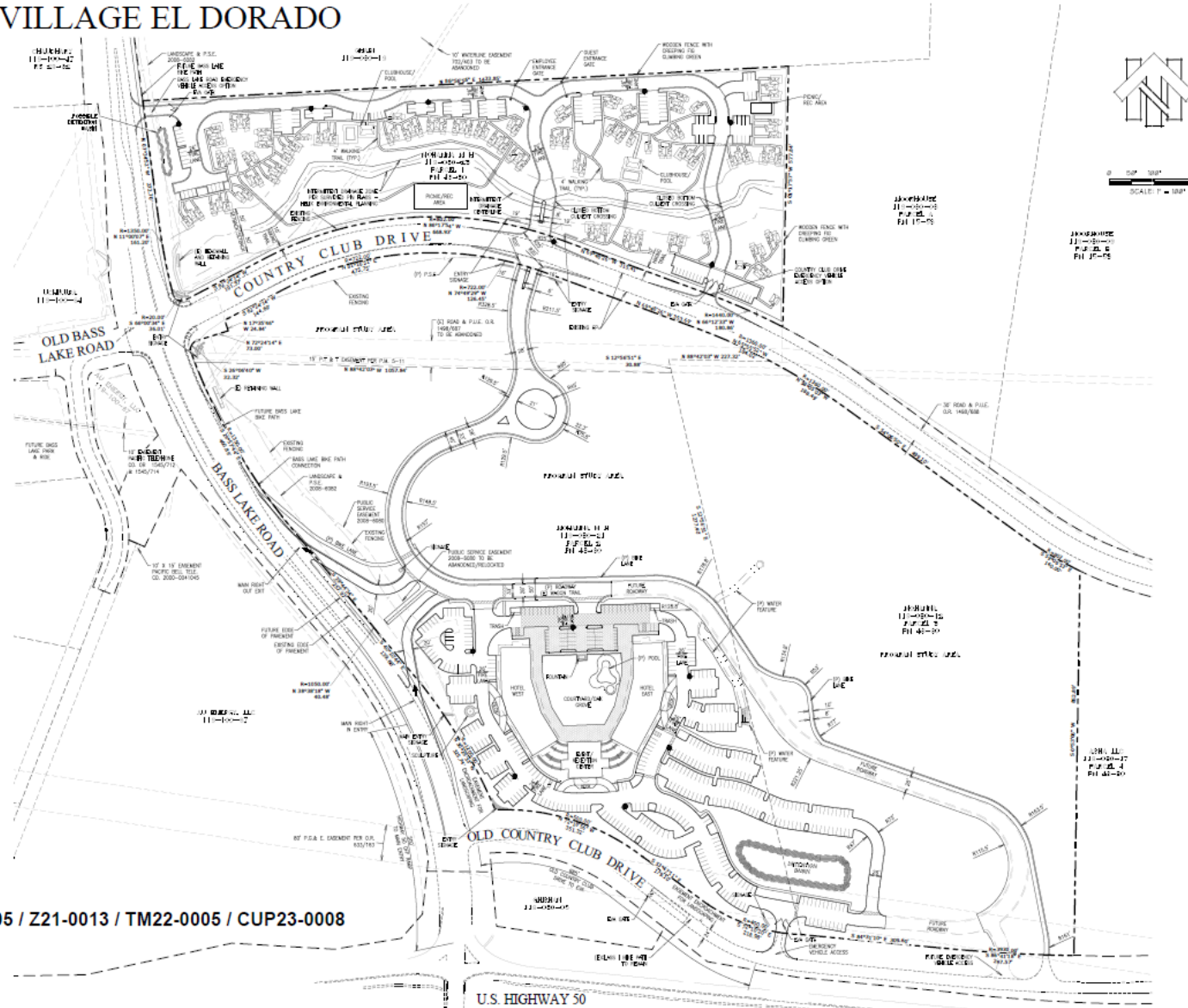
MOHAMMAD MOHANA
CAP FUNDING
1025 9th STREET, SUITE 205
SACRAMENTO, CA 95814

ENGINEER

cta Engineering & Surveying
Civil Engineering • Land Surveying • Land Planning
3233 Monitor Circle, Rancho Cordova, CA 95742
PH: 916.487.1100 • WWW.CTAENGINEERING.COM

PROPOSED BUILDINGS	GROSS SQUARE FOOTAGE (FOOTPRINT)
HOTELS	16,000
EVENT CENTER	7,000
COTTAGES	280
CLUBHOUSES	600

LEGEND	
PROJECT BOUNDARY	---
(E) LOT BOUNDARY	---
(E) RIGHT OF WAY	---
(E) EASEMENT	---
(E) EDGE OF PAVEMENT	---
(E) FENCE	---
GRASS PAVERS	▨
LANDSCAPE PAVERS	▨
FIRE DEPARTMENT PATH OF TRAVEL TURNING RADIUS	---
INSIDE RADIUS=35'	---
OUTSIDE RADIUS=55'	---
FIRE HYDRANT	+



GPA22-0003 / SP-R21-0002 / PD21-0005 / Z21-0013 / TM22-0005 / CUP23-0008
Town and Country El Dorado Hills
Exhibit I - Project Plans



Town & Country Village El Dorado Subcommittee Finding

Zoning change to the Bass Lake Hills Specific Plan (BLHSP Amendment)

Mixed Use (20 Units Per Acre – Multi Family), Commercial/Resort/Lodging, Residential Townhomes (20 Units Per Acre) and Residential Cottages (20 Units Per Acre), Senior Housing, Commercial Main Street Neighborhood Retail/Services and Memorial Park, through amendment to the Bass Lake Hills Specific Plan

General Plan Amendment

From Rural Region To Community Region

Update BLHSP Public Facilities Finance Plan (PFFP)

From Rural Region To Community Region



Development Services Staff Report Concerns

1. Deferred CEQA Analysis and Public Review

The staff report acknowledges the split of the project into a "Project Development Area" and a "Program Study Area." While it states that the EIR analyzed the Program Study Area at a "program level," it also notes that **if** future development is consistent with the EIR's assumptions, "further CEQA analysis may not be required." This is a significant concern because it implies that a substantial portion of the project (30.41 acres) has been conceptually approved with a one-time environmental review, even though specific plans have not been meaningfully vetted by the public. This could limit future opportunities for detailed review of potential impacts from the 352 multifamily residential units, 200 mixed-use multifamily units, and 150 senior housing units proposed for this area.



A - Staff Report Concerns

1. Inconsistent statements regarding potential SB35 applicability

On page 10 of the “A Staff Report” exhibit, under Future Development:

- Statement: "The project site is not currently designated as a census Urban Area, which means that until and unless such a designation occurs at this location, no future project in the Program Study Area could be determined eligible for any housing-focused state streamlining, such as SB 35."
- HOWEVER, in the BOS meeting on August 26, 2025 under item 25-1408 staff specifically said "they map the urban areas referenced in SB35 to our Community Regions, since they most closely correspond to their opportunity map of resource areas".
- Result: Once this project is moved into the community region, it will in fact be considered an option for state streamlined housing projects.

EDH APAC recommends aligning these two opposing concepts, to clarify for the community the applicability of *any* the project parcels for potential SB35 development opportunities, if the Community Region Boundary is modified to include the Project Development Area and Program Study Area.



Concerns with the Final Environmental Impact Report

1. FEIR Responses to EDH APAC DEIR Concerns

Based on our review of the Final Environmental Impact Report (FEIR), specifically the responses to comments 4-19 through 4-26, we maintain our significant concern that the project's analysis of water and sewer infrastructure is insufficient. While the FEIR asserts that the El Dorado Irrigation District (EID) has sufficient water supply to serve the project and other planned developments, it fails to provide adequate detail on the capacity of the *physical infrastructure* required to deliver that water and treat the wastewater.

The FEIR's conclusion relies on a Water Supply Assessment (WSA) that references the EID's 2020 Urban Water Management Plan (UWMP). This plan is now five years old, and a more current analysis should be provided to account for cumulative impacts, including the significant proposed developments of 3,200 residential units of The Village of Marble Valley Specific Plan, and the 800 residential units of the Lime Rock Valley Specific Plan. Without a robust and updated analysis, there is a substantial risk that the burden of funding the necessary capital improvement programs for water delivery and wastewater treatment will fall disproportionately on existing EID ratepayers, rather than being fully funded by the new developments that necessitate the upgrades.

A separate, yet critical, concern is the lack of a clear, public timeline for the necessary **El Dorado Local Agency Formation Commission (LAFCO)** annexation of the property into EID's service area. This ambiguity raises the possibility of the project applicant seeking approval for a temporary or interim septic solution, which we believe is an unacceptable approach that could lead to unforeseen environmental and public health issues and should be avoided entirely.



2. Transportation and Circulation Impact Analysis

The Town & Country Village El Dorado project applicant committed to completing a very robust super-cumulative traffic impact analysis, which factored in several other large proposed projects in El Dorado Hills, adjacent to the Bass Lake area. EDH APAC appreciates the efforts of the applicant to provide a more comprehensive TIA than required. This super-cumulative TIA provides much greater detail and insight to the transportation and circulation impacts beyond just the Town & Country Village El Dorado project.

The unusually high amount, and significant density changes in the project area being processed for multiple projects for entitlements in the same compressed time frame justifies such a cumulative review.

EDH APAC believes that cumulative impacts for all projects being processed must be subject to analysis and consideration.



Concerns with Conditions of Approval

1. Phased Development and Deferred Entitlements

The most significant concern lies in the approach to the **Project Development Area** and **Program Study Area**. Condition #3, "Future Planned Development Permit," states that any future development in the Program Study Area will require a separate Planned Development Permit. While this seems to provide for a future review, the overall approval of the EIR and the Rezone (Z21-0013) effectively grants a high level of entitlement for the future uses. The staff report notes that if future submittals are "consistent with assumptions in the Town & Country Village El Dorado EIR, further CEQA analysis may not be required." This phrasing could make it difficult for the public to meaningfully influence or review future projects in the Program Study Area, as the core environmental and land use decisions will have already been made.



Concerns with Conditions of Approval

2. Indemnity and Litigation Exposure

Condition #5, the Indemnity clause, is a significant point of concern. It requires the developer and landowner to "defend, indemnify, and hold harmless" the County from any legal action challenging the project approval. This is not unusual, but the addition that this applies to a challenge of the **Employee Housing Program** specifically highlights that the County anticipates potential legal exposure on this point. It's a clear signal from the County's legal team that they foresee litigation as a risk for the project, particularly regarding the novel employee housing program.



Concerns with Conditions of Approval

3. Timing and Funding of Infrastructure Improvements

Several conditions regarding traffic and infrastructure improvements use conditional or vague language.

- **Bass Lake Road Widening:** Condition #34.a.i states that the widening of Bass Lake Road "shall be completed prior to issuing the certificate of occupancy for the first building." While this is a strong condition, the language "may be eligible for reimbursement through the County's Traffic Impact Fee Program" introduces a potential financial risk to the applicant, which could create a point of contention if the TIF funds are not sufficient.

- **Bass Lake Road/Hawk View Road Signal:** Condition #34.b.i requires the signalization "prior to development levels in the project site that would require the improvement." This language is not a hard deadline and could be open to interpretation, potentially delaying a crucial traffic mitigation measure until significant impacts have already occurred.

- **Off-site Improvements:** Condition #36 requires the developer to enter an agreement with the County to acquire land for off-site improvements if they cannot secure it themselves. While this provides a mechanism for action, it shifts the burden of a potentially lengthy and costly process to the developer, which could lead to project delays or abandonment if the process becomes too complex.



Concerns with Conditions of Approval

4. Perpetual Maintenance of Infrastructure

Conditions related to maintenance of private roads and common areas warrant close scrutiny.

- **Maintenance Entity:** Condition #38 requires the formation of a maintenance entity or joining an existing one for the maintenance of "public and private roads and drainage facilities." It also states that the County will reject the offers of dedication for these roads and that a maintenance entity "shall be created and funded." This places the long-term responsibility and financial burden of maintaining these public-use roads and facilities on the residents or a private entity, rather than the County.
- **Common Fence/Wall Maintenance:** Condition #39 places the responsibility for maintenance on the Covenants, Codes, and Restrictions (CC&Rs) of a future Homeowner's Association (HOA). This is standard for HOAs but ensures the financial and logistical responsibility for these structures remains with the future property owners, not the developer or the County.



Concerns with Conditions of Approval

5. Public Notification and Transparency

The conditions do not explicitly require ongoing public notification for future phases of the Program Study Area, outside of the standard public hearing for a Planned Development Permit. Given the scale of the project and the community's engagement, a condition requiring specific, proactive outreach for future phases could be beneficial. The current framework relies on the public to actively monitor a future, undefined application process.



EDH APAC Finding of Conditional Support

The El Dorado Hills Area Planning Advisory Committee (EDH APAC) conditionally supports the Town & Country Village El Dorado project based on its potential to provide a better use of the property than previous zoning allowed. The project offers a mix of uses, including tourist services, employee housing, and a future "village center" concept that aligns with the Community Region designation. However, the committee has significant concerns regarding the project's two-tiered review process and its long-term impacts, particularly as defined by the proposed Conditions of Approval. These concerns must be addressed through the following recommendations to the County Planning Commission.



1. Transportation and Circulation Improvements

We recommend that all required improvements to **Bass Lake Road** be constructed either **prior to or concurrent with** the issuance of a certificate of occupancy for the first building. This includes the widening of Bass Lake Road to four lanes and the installation of an Emergency Vehicle Hybrid Beacon (EVHB) at the Bass Lake Road and EDHFD Fire Station 86 intersection. We are concerned that the current condition for the signalization at **Bass Lake Road/Hawk View Road** is too vague, relying on an undefined "development level" to trigger the improvement. We recommend that the timing of this critical improvement be more clearly defined and tied to either specific ADT metrics,



1. Transportation and Circulation Improvements

We also question the amended **PFFP II PUBLIC IMPROVEMENTS** list that indicates **4. Ancillary Facilities a. Park & Ride (100 Vehicle Finished)**. The amended PFFP is unclear if it is just listing the completed 100 vehicle Park & Ride facility as portion of the Public Improvements, or if the amended PFFP is removing the requirement to complete an additional 100 vehicle parking spaces - the original BLHSP PFFP first amended in 2016 included a Park & Ride facility for 200 Vehicles in two phases. This was intended not just to serve the El Dorado Transit commuter bus service, but also as a Park & Ride facility for Car Pool users, and as a parking facility for BLHSP trail users. Retroactively reducing the prior approved 200 Vehicle Park & Ride facility to the completed 100 units violates the original intent of the 1996 BLHSP, and the amended 2016 BLHSP PFFP. As it stands, in November 2020, the Developer of the approved BLHSP Phase 2 residential project “Bass Lake North” requested that their BLHSP PHASE 2 requirement to construct 100 of the of 200 Vehicle parking stalls be reduced to 50 parking stalls due to ‘costs’. The Planning Commission heard this matter in a public hearing on November 12, 2020, and rejected the request, requiring that the Bass Lake North project fully construct the required initial 100 parking stalls. The Developer then appealed this Planning Commission decision to the Board of Supervisors, which rejected the appeal. The unique



1. Transportation and Circulation Improvements

The unique approach of the BLHSP PFFP was that it sought to front load public improvements from Phase 1, Phase 1A and Phase 2 projects, with the opportunity for these costs to be reimbursed by future projects. Modifying the BLHSP PFFP to remove required Public Improvements does not make the PFFP better, it would fundamentally weaken the BLHSP PFFP, counter to its intended purpose. To wit, in July 2024, when El Dorado Transit opened the constructed 100 Vehicle Park & Ride facility, they then chose to close an existing nearby Park & Ride facility in Cameron Park - instead of adding more Park & Ride vehicle capacity with the opening of the Bass Lake Road Park & Ride facility, El Dorado Transit undercut the intent of the BLHSP PFFP by removing existing Park & Ride spaces in Cameron Park - essentially addition via subtraction. With the Town & Country Village El Dorado project's admired and valuable commitment to improving public trails, and preserving historic trails to add to the community's public trail system, reducing the approved 2016 PFFP requirement for 200 units of parking stalls to the 2024 completed 100 units of parking stalls short changes the community.



2. Entire Site Inclusion in Community Region

EDH APAC agrees with the General Plan Amendment (GPA) that modifies the Community Region boundary to include the entire 60.5-acre project site. This ensures that the entirety of the project, including the Project Development Area and the Program Study Area, is consistently aligned with the objectives of a denser, mixed-use community, and is a better land use than the previously zoned 10-acre residential estates.



3. Rigorous Public Facilities Financing Plan (PFFP)

EDH APAC recommends that the project's Public Facilities Financing Plan (PFFP) be implemented with a rigorous, front-loaded approach to ensure improvements and mitigations are in place **prior to** the creation of any impacts.

The developer should be held to strict adherence to the updated PFFP and its updated Capital Improvement Program (CIP). We are concerned with the language in the Conditions of Approval regarding the formation of a **maintenance entity** for public and private roads and drainage facilities, as it places the long-term financial burden on a private entity or future projects rather than the County. The PFFP should clearly define the mechanisms for long-term maintenance funding to ensure sustainability.



4. PFFP Lack of Pre-Approved Financial Terms

The Public Facilities Finance Plan states that the specific terms for "credit and reimbursement agreements will be subject to future negotiations between the developer, County, and other applicable agencies." This lack of concrete, pre-approved financial terms is a major concern. It introduces significant **financial uncertainty** and could lead to future disputes or delays in funding and completing essential public infrastructure.

EDH APAC recommends that a more definitive financial agreement be established prior to the project's approval to protect both the public and the developer from future financial risk and implementation delays.



5. Concerns Regarding the Two-Tiered Review Approach

EDH APAC is deeply concerned about the unique approach of the two-tiered review process, which divides the project into a **Project Development Area** and a **Program Study Area**. We find this approach to be "piece-meal" and potentially a way to avoid the intent of the California Environmental Quality Act (CEQA). The language in the staff report, which suggests future CEQA analysis "may not be required" for the Program Study Area if it's consistent with the EIR's assumptions, raises significant concern, as these are subjective standards, where only objective standards should apply. This novelty risks exposing both the project and the County to potential litigation by appearing to grant entitlements for the Program Study Area without the same level of detailed, project-specific public and governmental review as the Project Development Area. Objective standards should be crafted to ensure compliance with the EIR's assumptions.



6. Future Review of the Program Study Area

EDH APAC recommends that the future review of any projects within the Program Study Area be subject to a **rigorous and deep review**, particularly concerning transportation and circulation impacts. While the EIR included a program-level analysis of this area, the focus of public discussion has been solely on the hotel project and related amenities of the Project Development Area. The Planned Development Permit (-PD) for the Program Study Area should not be considered a "fast track" or "rubber stamp" for full buildout. It must be a starting point for a comprehensive review and analysis of future development proposals, ensuring that all subsequent phases are transparently vetted. We recommend that the conditions of approval require **proactive, defined public outreach** for any future projects in the Program Study Area, as the current process relies on the public to monitor for future, undefined applications.



7. Water and Sewer Infrastructure Funding and Capacity Assessment

To address our concerns and ensure the project moves forward responsibly, we recommend the following mitigation measures be adopted:

A. **Updated Water and Wastewater Capacity Assessment** The County should encourage the El Dorado Irrigation District (EID) to either update its Urban Water Management Plan (UWMP) or complete a new, regional-scale Water and Wastewater Capacity Assessment. This assessment must specifically analyze the cumulative impacts of the Town & Country Village El Dorado project, the Village of Marble Valley Specific Plan, and the Lime Rock Valley Specific Plan on the existing water delivery and wastewater treatment infrastructure. The findings should be used to confirm that adequate physical infrastructure exists to serve all three projects concurrently and identify any necessary capital improvements.

B. **Annexation and Service Timeline** A clear and binding timeline for the LAFCO annexation of the project parcels into the EID service area shall be outlined and made public as part of the project conditions of approval. The annexation process must be completed, and the project must be connected to the EID's water and sewer systems prior to the issuance of any building permits or certificates of occupancy.



7. Water and Sewer Infrastructure Funding and Capacity Assessment

* A cautionary reminder - the original 1996 Bass Lake Hills Specific Plan was composed of multiple properties that required annexation into the EID service area - it took nearly a decade for these annexations to be completed. The first BLHSP project, the Phase 1 Hollow Oaks, began construction in 2004/05. The next set of projects in Phase 1A, Hawk View, Bell Ranch, and Bell Woods, and Phase 2 Bass Lake North, didn't begin construction until after the original twenty year development agreement was expiring in 2016, and required a development agreement extension, a ten year tentative map extension, an update to the PFFP, an amended FEIR, and a Specific Plan amendment.

C. Prohibition of Temporary Septic Solutions The use of any temporary or interim septic systems, including but not limited to on-site wastewater treatment plants, shall be **strictly prohibited**. The EDH APAC strongly advocates that the project be designed and conditioned to rely exclusively on a direct, permanent connection to the El Dorado Irrigation District's wastewater treatment facilities from the outset. This will prevent potential long-term issues and uphold our community's standards for responsible development.



Meeting Public Comments

Option to submit comments and questions ahead of meetings.

Questions must be emailed to edhapac.comment@gmail.com by 5PM the Monday before the scheduled Wednesday meeting date.

Questions should be related to agenda items.



Adjournment

Next EDH APAC Meeting

Wednesday
November 12, 2025
6:30PM

