

SAFeway COMING TO BASS LAKE?



Deal said to be imminent

Serrano Associates is close to signing a deal with Donohue Schriber Realty Group that would bring a new Safeway shopping center to vacant property at the intersection of Serrano Parkway and Bass Lake Road.

“It will be a 103,000-square-foot modern day version of the traditional shopping center,” states Ryan Gillard, vice president of investments for the realty group, in a letter to the El Dorado County Planning Division. “The center is designed with ample open and gathering space, outdoor eating patios and easy pedestrian access throughout the center.”

The project is being called Sienna Ridge.

Plans for a commercial center at the site were previously approved but stalled once an economic forecast showed market conditions wouldn’t support a shopping center at the site. In 2013 Serrano Associates announced plans to instead build an 11.5 acre public sports park at the site to fulfill its obligation to the community.

However, Kirk Bone, Parker Development’s director of Government Relations, said they were approached by Donohue Schriber in late summer 2016 to purchase the land and make it into a shopping center as originally planned.

Serrano Associates has decided to eliminate its commercial plan across from the proposed center, which would have brought even more retail space, applying to rezone Village J5 phase 2 from commercial to

residential. Instead of the previous plan to build 204 condominiums along with 4.5 acres of retail space, Serrano Associates would like to build 148 single family homes there.

“Today’s neighborhood shopping center has less retail space, more amenities and needs more residential rooftops

to be successful,” Gillard continued in his appeal to planners.

Bone said park plans will likely revert to the original plan and location at Village J Lot H by Sellwood Field. Serrano Associates is in talks with the El Dorado Hills Community Services District to partner on that project.

If realized, Sienna Ridge would mark Donohue Schriber Realty Group and Safeway’s third joint development shopping center and the fifth Safeway center in El Dorado County. ~

Credit: Julie Samrick, Village Life



WORK ON SOUTHEAST CONNECTOR SHARED

District 1 Supervisor John Hidahl recently hosted a town hall meeting in the El Dorado Hills Community Services District’s Norm Rowett Pavilion to keep residents updated on the JPA Capital Southeast Connector, a 34-mile continuous expressway that will run from Interstate 5 and State Route 99 south of Elk Grove to Highway 50 just east of El Dorado Hills, ending at

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EXPANDED EL DORADO HILLS BUS SERVICE

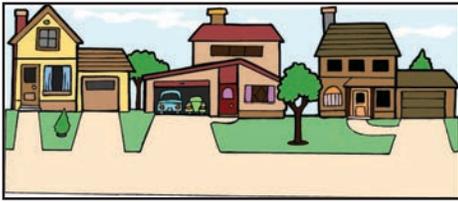
The El Dorado County Transit Authority (El Dorado Transit) has proposed a service expansion in the Cameron Park and El Dorado Hills area. Using one bus covering a large geographical area, the current Cameron Park route serves portions of Shingle Springs and Cameron Park. Some key locations such as the Cameron Park Library, the Cameron Park CSD and some low-income housing facilities are either not served or underserved due to time constraints. Adding new stops to the existing schedule is not feasible as adding stops would mean removing service from other areas.

The proposed Cameron Park route will be very similar to the current Cameron Park route and will still provide hourly service. It will have stops along Cameron Park Drive and in Shingle Springs with connections to the 50 Express at the Ponderosa Road Park and Ride.

The proposed El Dorado Hills route will add hourly service to the Cameron Park and El Dorado Hills library branches, the Cameron Park CSD, shopping centers in El Dorado Hills and to low income housing complexes in Cameron Park and El Dorado Hills. Connections to the 50 Express will be at the El Dorado Hills Park and Ride and the Cambridge Rd. Park and Ride.

The El Dorado Transit Board of Directors reviewed the proposal on May 4, 2017 and approved the expansion.

El Dorado Transit is conducting a public comment period from May 9 - 26, 2017. Route details are available at www.eldoradotransit.com/news. Comments may be submitted at any time to bjames@eldoradotransit.com, or by mail to: El Dorado Transit, Attn: Brian James, 6565 Commerce Way, Diamond Springs, CA 95619. ~



CITIES SAY PENDING LEGISLATION MAY NOT RESULT IN MUCH AFFORDABLE HOUSING

The notion that cities and counties are the major impediment to the state's current housing production challenges is the underlying rationale behind SB 35 (Wiener), one of the bills moving in the Legislature this year.

However, in the opinion of the League of California Cities (LCC), an association of California city officials, the measure's proposed solution will likely result in more bureaucratic activity than additional housing. The following commentary sets forth LCC's position.

According to LCC, SB 35's approach is very simple and crafted so it will be easy for the state officials to administer: state demographers estimate the state's annual housing needs across various income (low, very-low, moderate, etc.) categories with specific allocations assigned to individual cities and counties; state officials will then closely monitor each city and county's housing approvals; if state officials determine that a city or county is not approving housing each year at its assigned level that means it is the local government's fault and as a penalty it loses community control over certain housing approvals and environmental review.

For example: a city is allocated regional housing need numbers that include 1,000 units of moderate-income housing, 500 units of lower income, and 300 units of very-low income housing. The city adopts a state-approved housing element for its eight-year cycle and zones the land. State officials will then calculate their new SB 35 housing approval numbers by dividing each number by eight.

Income

Moderate	$1,000/8 = 125$ per year
Low	$500/8 = 62.5$ per year
Very Low	$300/8 = 37.5$ per year

If the state determines that the city is not on pace to achieve its allocation for all categories each year, then it loses community approval authority until the city catches up.

While such a process may help for bureaucratic measurement and efficiency,

it lacks any connection to private market realities or the availability of resources to construct units affordable to low or very low income households.

Local governments have long been required to zone sufficient amounts of land in an extremely detailed housing element process. These plans are subject to state approval by the Department of Housing and Community Development.

State policy makers have also recognized that while locals can plan for housing, they do not control the vagaries of the housing market place. Local governments do not control investment decisions by individual developers and landowners; nor do they control conditions in the national or state economy, interest rates, bank underwriting requirements, construction labor availability, regional water supplies, state environmental policies that may affect housing production and other market factors.

When it comes to affordable housing, it is well documented that with the loss of redevelopment and the decline in available federal and state affordable housing resources, very little resources exist in California to build and maintain affordable units. The political prospects for addressing this problem are not currently good. Gov. Jerry Brown has made it clear that he does not support any expenditure for affordable housing that impact the state General Fund, and additional cuts are more likely from the federal level.

If SB 35 becomes law, many cities and counties would likely become subject to its provisions at some point simply because: (1) They do not control the market and decisions by individual developers and investors; (2) They do not control the availability of affordable housing subsidies or where nonprofits opt to propose projects; and (3) They do not control the pace of housing production that will not occur in linear fashion that would match up with the annual state measurement process.

The bill language, the League's opposition letter and a sample opposition letter cities can use can be found at www.cacities.org/billsearch by plugging SB 35 into the search function. ~

MEMORIAL DAY



CONNECTOR *(continued)*

the Silva Valley interchange.

Hidahl said that it was important to host the town hall in El Dorado Hills, since all of the project's public information meetings have been held in Sacramento County up to this point. Elected in November 2016, Hidahl was recently appointed to the JPA Connector Board of Directors.

The Capital Southeast Connector project is the work of a joint powers authority established in 2006, and is made up of the cities of Folsom, Rancho Cordova and Elk Grove plus Sacramento and El Dorado counties, and is expected to take 20 years to complete.

Connector JPA Executive Director Tom Zlotkowski explained the project's history, current status and benefits to the approximately 50 people who attended the town hall. Zlotkowski explained that the Connector will relieve congestion on I-5, State Route 99 and US Highway 50 by offering drivers alternate routes and parallel capacity to Highway 50. In El Dorado Hills, specifically, the project would connect the Business Park to Empire Ranch Road. Instead of hopping on and off Highway 50, drivers south of Highway 50 would have alternatives, something Hidahl reiterated.

The Connector would also serve as an economic catalyst, Zlotkowski explained, offering improved access to future job centers, including the Business Park. The Connector also serves as a multi-modal project for all users. There would be only four lanes in El Dorado County, some six lanes in Sacramento County, and a continuous path for pedestrians, bicyclists and equestrians. Only existing roadways would be widened.

Preliminary or final engineering work is under way on approximately 19 miles of the connector alignment, including portions in Elk Grove, Rancho Cordova, Folsom and El Dorado Hills. Zlotkowski said it is important to be "shovel ready," when additional funding becomes available from the state and/or federal governments.

The entire project is currently estimated to cost \$463 million. So far, Measure A, a sales tax measure passed by Sacramento residents in 1988 and renewed in 2004, has been the primary source of funding for the project. However, Measure A money may not be used for any part of the project located in El Dorado County, the portion which extends from the county line to Highway 50 along White Rock Road. Revenue sources for the El Dorado County portion will come from new construction fees

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Wagon rides at Clarksville Day

CLARKSVILLE DAY 2017

Clarksville Day was back and better than ever Saturday, May 6th. History lovers, and those just curious to know more about the local region's past, came out in perfect weather for the one day a year the locked gates of Clarksville are open to the public.

Located on the south side of the new Silva Valley Interchange, Clarksville predated El Dorado Hills by 100 years. On the Pony Express route, and a place for gold seekers to stop for hospitality at the Mormon Tavern, Clarksville disappeared once Highway 50 was constructed, yet there are still remnants of the town that stand, each with a story as rich as its history.

The freshly graded parking lot offered ample parking for the approximately 5,000 people who attended, a celebration in itself since the once-annual event couldn't be held during construction of the Silva Valley Interchange. The last Clarksville Day was held in 2013.

For those who didn't mind waiting a spell, they could take in the majestic oaks while two covered wagons carried visitors into and

out of the Clarksville entrance, marked by a bridge not built with the weight of modern cars in mind. Just past the bridge it is noted that travelers are on one stretch of the Lincoln Highway, America's oldest highway, which was completed in 1915 and traveled until Highway 50 came to be.

Part of the frame of the original Wells Fargo Building, the oldest standing structure in El Dorado Hills, was admired on the walking tour just before the classic car exhibits, which Clarksville Region Historical Society founder Betty January called, "The best we've ever had."

There were free souvenir photographs available and music was performed all day by the Ol' West Trio.

Visitors also meandered past the Griggs House, Kyburz House, Tong House, each the name of a Clarksville family with stories that make up the fabric of the region. A one-room school house still stands and there was a photo of children in the 1930s playing a game in the schoolyard, in which they ran around a pole until centrifugal force lifted

them into the air. Just behind the photo the pole still stands.

Every hour an Old West shoot-out re-enactment was performed, as was the blazing speed of Pony Express riders. Everything was a trip back in time for the young and old.

"We couldn't be happier with the turnout," January said after the event. "It was a constant line of cars all day and the STAR volunteers did a great job directing traffic. Our exhibitors all said they want to come back next year and the public praise was very, very gratifying. Our sponsors were outstanding, as were all of our volunteers. My profound thanks to everyone involved."

For more information visit edhhistory.org.

Credits: Story by Julie Samrick, Village Life; photos by Fran Thomson, CRHS



The Placerville and Sacramento Valley Railroad Exhibit



Pony Express Rider Relaxing at Clarksville Day



CONNECTOR *(continued)*

(Measure Y) and state and federal funds.

If sufficient additional funding is secured, construction is anticipated to take place between 2018 and 2021.

The cooperative venture ensures that all jurisdictions are eligible for state and federal cost-sharing, and the entire parkway will be consistent in design.

One resident at the town hall asked what would happen if El Dorado County pulled out of the plan. El Dorado County Senior Civil Engineer Claudia Wade, from the Transportation Planning and Land Development Division, explained that there are benefits to El Dorado County to remain a partner, mainly because economy of scale saves the county the \$700,000 it would cost to improve the affected roadways on its own.

Wade also said the JPA identified the same areas as are on the county's Capital Improvement Plan priorities. "The county was already looking at how to ease congestion on local roads instead of helping Highway 50," she explained, including widening White Rock Road from two to four lanes.

Wade also said the project is consistent with the El Dorado County General Plan.



The Trees

The trees are coming into leaf
Like something almost being said;
The recent buds relax and spread,
Their greenness is a kind of grief.

Is it that they are born again
And we grow old? No, they die too,
Their yearly trick of looking new
Is written down in rings of grain.

Yet still the unresting castles thresh
In fullgrown thickness every May.
Last year is dead, they seem to say,
Begin afresh, afresh, afresh."

— Philip Larkin

Hidahl said that it's most important to him that El Dorado County residents understand the Connector will offer alternate paths, which will relieve congestion in the end. "People will take the path of least resistance," he said. "It's not that everyone will be driving through Town Center. They may get on or off the Connector just before or just after," he said, adding, "We just need to make sure all of the different variables are being monitored."

For more information visit connectorjpa.net. ~

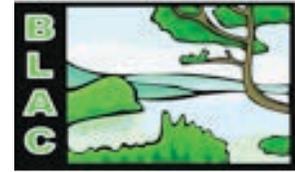
Credit: Julie Samrick, Village Life



"That we here highly resolve that these dead shall not have died in vain; that this nation, under God, shall have a new birth of freedom; and that government, by the people, for the people, shall not perish from the earth."

*-- Abraham Lincoln,
Gettysburg Address, 1863*

Bass Lake Action Committee
501 Kirkwood Court
El Dorado Hills, CA 95762



NEXT BLAC BOARD MEETING SET IN MAY

The next meeting of the Bass Lake Action Committee (BLAC) Board of Directors Meeting will be on Monday, May 22, 2017, at 7:00 PM at the home of Janette and Joe D'Amico, 400 Basil Court, El Dorado Hills, CA 95762, 530-676-7368. All BLAC members are cordially invited to attend Board Meetings.

For further information about BLAC meetings and membership, please contact Vice President Kathy Prevost at 530-672-6836. ~



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John E. Thomson, Ph.D., Editor
doctorjet@aol.com - 530-677-3039

For additional information contact:
Vice President Kathy Prevost
blacinfo@aol.com - 530-672-6836