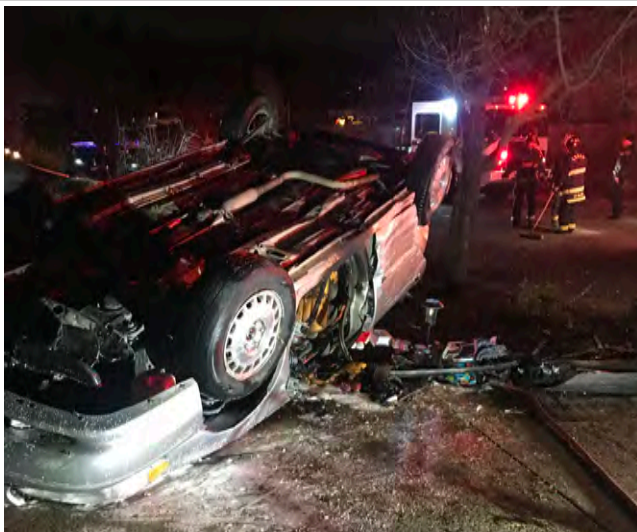




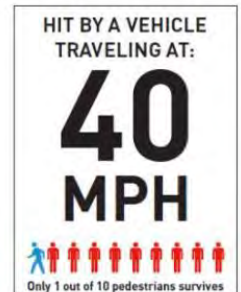
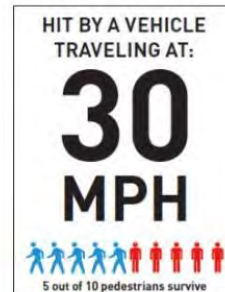
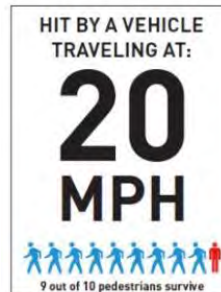
BASS LAKE BULLETIN

Vol. XIX No.3 The Voice of the Bass Lake Community March 2021
www.basslakeaction.org

DRIVERS URGED TO WATCH THEIR SPEED



Car accident Summer Drive March 5, 2021. image credit Karen Hart



By Kathy Prevost

Residents of our community have reported there have been vehicles traveling at unsafe speeds on Tea Rose, Magnolia Hills and Summer Drive. This has been an ongoing problem exacerbated by the fact these streets are wide and have a downhill slope without sidewalks for pedestrians who must walk in the street. This creates a dangerous situation for pedestrians, residents leaving their driveways, and for the speeding vehicles.

Summer Drive residents have been impacted by several traffic incidents between Tea Rose and Honey Circle over the years which seem to be escalating with three accidents occurring since January 1, 2021.

In the past, the Bass Lake Action Committee has contacted the CHP (because we live in an unincorporated area of the county) and the El Dorado County Department of Transportation because we believed the addition of a stop sign at the top of Summer Drive might deter some of the speeding traffic but we were told the County did not install 3-way stop signs at

that time and it wasn't warranted. Additional speed limit signs were placed on Summer Drive to remind residents of the 25 MPH speed limit in a residential area.

A suggestion of some kind of traffic calming measure was made for that stretch of road but in El Dorado Hills, the El Dorado Hills Fire Department has a prohibition against traffic calming devices such as speed bumps, humps, tables, or undulations on public streets, as these devices delay response times, and exposes fire equipment to damage. There has, also, been an organized residents' committee which brought increased CHP coverage and the use of the radar trailer as well which did work for a little while.

The National Highway Traffic Safety Administration (NHTSA) 2020 Report indicates "motor vehicle crashes are the number one safety problem in American transportation. They account for 94% of transportation deaths and 99% of transportation injury. Early information shows speed to be the top factor in traffic crashes and impaired driving with an

OUR NEIGHBORHOOD SPEEDING

By Kathy Prevost

The wider road, downhill slope, and lack of stop signs on Tea Rose, Magnolia Hills and Summer Drive as opposed to narrower lanes with stop signs can lend themselves to feeling like higher speeds are appropriate for drivers.

This road design reminds me of what the transportation engineering profession calls a "forgiving design" with the premise being that drivers will occasionally make mistakes but those mistakes will not be catastrophic. However, this design can feel to forgiving to a driver and they speed up, an aspect of human psychology not taken into account.

Because of the lack of sidewalks, our vehicles are sharing these same roads with our neighbors who are often walking, sometimes in groups or with their children or dogs, and riding bicycles, even more so during the pandemic of this past year.

So how do we stop ourselves from speeding? While this law is often broken,

DRIVERS URGED TO WATCH THEIR SPEED *(con't)*

increase in the use of alcohol, marijuana and opioids.”

According to a March 5, 2021, article published in the USA Today, despite the fact Americans drove fewer miles during the pandemic, there was a sharp increase in traffic crash deaths across the country. With an 8% increase over the 2019 figures, this was the first increase in four years and the largest annual percentage increase since the National Safety Council began collecting data in 1923.

The Governors Highway Safety Association stated in a news release from March 10, 2021, that there is a need to invest more in highway and fund infrastructure to better accommodate all road users and that states need to fully fund safety programs and adopt life saving policies via infrastructure improvements, traffic enforcement, community engagement and others as they believe no single approach will be effective. They are urging policymakers to provide more flexibility to allow State and community highway safety programs to be more responsive to local concerns about traffic enforcement.

Following is a list of some of *the reported* accidents on Summer Drive between Tea Rose and Honey Circle in recent years:

June 5, 2017 - A car jumped the curb and flipped over damaging the landscaping and the PG&E transformer thereby cutting off power to the neighborhood.

Mid November, 2019 - A car jumped the curb and knocked over a 20 year old Magnolia Tree.

Late November, 2019 - A speeding car rammed into the back of a large truck parked on the street and the smaller car went under the truck. If there had been a passenger, they would have most likely not survived.

July, 2020 - A car hit a parked car, jumped the curb, hit the EID standpipe and ended up in the front yard of a neighboring residence.

January 25, 2021 - A car went over the curb and destroyed a rose tree and pine tree ending up in the yard of the house next door.

February 20, 2021 - A car rammed a parked SUV on Summer Drive at the corner of Summer and Honey Circle.

March 5, 2021 - A car scraped a concrete pillar and continued on to hit a cluster mail box and a 20

year old tree, flipping over and catching fire in the nearby neighbor's front yard.

Residents have also reported finding tire tracks in their front yard from a car that had jumped the curb.

In addition, two pedestrians have reported being hit by cars in the past couple of years, one of whom was walking on Summer Drive and there have been other reported close calls by residents.

If you would like to participate with some of your neighbors in a committee to seek possible solutions to making our neighborhood streets safer for residents, please contact:

Shauna Herrmann

Email address: Shaunaherrmann@gmail.com

Phone Number: 916-847-0200.

Any **traffic violations or pedestrian incidents which do not require a 911 call should be reported to the CHP at 530-748-2450 or 916-861-1300**. The CHP will follow up with a letter to the person who committed the infraction. This information is essential in tracking problematic traffic areas in the County.

Following is additional information for the CHP office in Placerville.

<https://www.facebook.com/CHPPlacerville/>

https://www.instagram.com/chp_placerville/

The Sheriff's Office phone contact information to request a radar speed trailer is 530-621-7545.

Our [March 2004](#) bulletin discussion of the same concerns finished with a statement which is still very applicable. "Let's not have a tragedy in our neighborhood, whether it's hitting a parked car or one pulling out of a driveway or heaven forbid, running over a pedestrian, child or family pet." ~

References: <https://www.ots.ca.gov/media-and-research/campaigns/pedestrian-safety/>

<https://www.strongtowns.org/journal/2019/1/8/new-20-mph-street>

<http://basslakeaction.org/images/bulletins/2004/03.pdf>



OUR NEIGHBORHOOD SPEEDING *(con't)*



(photo credit - Shauna Herrmann)

- one of the most important traffic laws that we should follow is driving the speed limit.

Giving ourselves more time - Try to allow enough time to arrive at your work or appointments and think about the cost of the traffic ticket if you are caught for speeding.

Pay attention - It is very easy to be going faster than you realize and it is important to pay attention to our speedometers to make sure we're not traveling faster than the posted speed limit, even more so in a residential development with the presence of pedestrians (our neighbors), driveways and cars parked along the road. Could you stop in time if a child or animal ran in front of your vehicle?

Speeding can and does increase the risk of crashes and property damage which has been shown by the recent increase in accidents on Summer Drive just this year alone. ~



Accident photos all taken in Woodridge village (photo credits - Bass Lake Village Neighbors)

March 2021

CAMERON PARK RESIDENTS SEEK TO RESTORE SINGLE FAMILY HOME RESIDENTIAL ZONING

By John Davey

Neighbors in the community alongside Rassmussen Park in Cameron Park have organized over their concern regarding a proposed 3-story 46 unit apartment building proposed for Mira Loma Drive in the Cameron Woods neighborhood.

After six months of almost weekly appeals to the El Dorado County Board of Supervisors, as well as the County of El Dorado Planning Commission, it seems that residents' concerns might be addressed, with the assistance of the El Dorado County Planning Department.

What has residents concerned isn't specifically that an apartment complex has been proposed, but that the apartment project is proposed in the middle of their neighborhood of single-family homes. Significantly, the project proposes a 3-story building when there are no 3-story apartment buildings anywhere else in Cameron Park. Additionally, the property for the proposed project was believed to have been zoned as a Single-Family home parcel since 1995. More alarming – four residents found that their own parcels where their single-family homes had been constructed over twenty years ago, were erroneously changed to a multi-family residential zoning in 2015 by El Dorado County via the Targeted General Plan Amendment / Zoning Ordinance Update (TGPA-ZOU).

After a process of many months of review, the El Dorado County Board of Supervisors approved the 2015 TGPA/ZOU, which rezoned thousands of parcels in El Dorado County. Not only were property owners of adjacent parcels not notified of this massive rezone, it seems that even the property owners of the rezoned parcels themselves were not notified of the changes. Many County residents had warned all throughout the TGPA-ZOU process of the inadequacies of the notification of impacted property owners.

Cameron Woods neighbors have noted that when the apartment project applicant purchased the property in 2015, the applicant believed that they were purchasing a parcel zoned for single family.



Satellite view of the site of a proposed 46 unit 3-story apartment complex project on Mira Loma Drive

From the Cameron Woods Neighborhood camwoods.com website:

In 2015, the county rezoned this parcel to multi-family residential without notifying anyone including the current and former owner of the parcel! Now a 46 unit, three story apartment complex is proposed on this site.

In 1995, the parcel was rezoned from R2 Multifamily to R1 Single Family. At that time, it was recommended that the Draft General Plan Land use map be updated to reflect the change from Multi-Family Residential (MFR) to High Density Residential (a designation used with Single Family zoning). This was not done when the General Plan was proposed in 1996, and finally adopted and approved by El Dorado County Voters in 2004.

2015 General Plan



2015 TGPA-ZOU Land Use result
Inconsistent with 1995 BOS Intent

At the March 9, 2021 Board of Supervisors Meeting, an agenda item requested by District Four Supervisor Lori Parlin recommended that: The Board provide direction to staff to initiate a General Plan Amendment and Rezone of the subject parcels, changing the Land Use designation from Multifamily Residential (MFR) to High-Density Residential (HDR) as approved in the October 17, 1995 Ordinance 4391, and Rezone the subject parcels from Multi-unit Residential (RM) to Single-unit Residential (R1) so that the proposed Land Use designation and Zoning are consistent, as was intended in the December 15, 2015 Targeted General Plan Amendment/Zoning Ordinance Update (TGPA/ZOU).

After hearing the matter, the Board of Supervisors approved the recommendation in a unanimous 5-0 vote, and directed County Staff to initiate a General Plan Amendment, that would result in a rezone of all 5 parcels that would be consistent with the intent of the Board of Supervisors in 1995 that would return the Land Use Designation to High Density Residential, with a zoning of Single-unit Residential.

From Supervisor Parlin's presentation to the Board of Supervisors - The basic history of the failure to match the Land Use Designation in the General Plan with the Board of Supervisors intent of the rezoning from 1995:

1995 Rezone and General Plan Designation

Rezoned the parcels from R2-PD (multifamily with PD combining zone) to R1(single-family)
Recommended that the draft General Plan Land Use go from MFR to HDR.

1995 Parcel Split

P94-0026 split parcel 83-456-22 into three parcels: 83-456-29, -30, and -31. This was processed concurrently with Rezone to R1 Single Family.

After the 2004 General Plan adopting and Zoning

When the 2004 General Plan is finally adopted the General Plan Land Use designation for all 5 parcels (the proposed apartment project parcel, plus four existing developed single family home parcels) is MFR, however, the corresponding zoning, as previously approved was R1. This zoning was in conflict with the newly established General Plan Land Use designation.

The 2015 Targeted General Plan Amendment and Zoning Update rezoned the property from R1 to RM which brought the five parcels zoning into consistency with the General Plan Land Use designation of MFR, but it created existing non-conforming residential land uses on 4 of the 5 parcels - since 4 of the parcels had already developed single family homes many years prior to 2015 - essentially changing the zoning on 4 single family homes - without notifying the parcel owners, or the owners of adjacent parcels.

From the neighborhood's change.org page:

The owner of the parcel, Cook Family Holding (Levi Cook), believed the parcel was single family when he purchased it in 2015. Imagine his surprise when he contracted with a builder to build a home on the parcel, only to learn the county rezoned it to multi family (without notifying anyone). Mr. Cook has chosen not to ask for a variance for the parcel so that a single family home could be built. This parcel is worth much more as a multi family parcel.

The county made a mistake when they rezoned this parcel in 2015 without notifying even the owner of the property. Furthermore, there are many other parcels next to this proposed development that were also rezoned as multi family, but have single family homes built on them. In fact, these homes were built on those parcels almost 20 years ago. The General Plan appears to be a mess and there are a lot of questions that need to be answered by our county leaders. This is not just a Cameron Woods Subdivision problem, this could happen anywhere in our county.

The Planning Department will now begin the process of initiating a General Plan Amendment to review and potentially return the zoning and land use designations to what was intended in 1995. ~

MINES OF EI DORADO HILLS

By Kathy Prevost

From 1848 to 1967, California was the source of more than 106 million troy ounces of gold according to the California Divisions of Mines and Geology estimates and some believe much more still remains in the ground.

Separating the gold from gravel or sand in a river, usually by panning through placer mining was initially used for mineral extraction and \$81 million worth of gold was found in 1852 alone from the rich Mother Lode placer deposits. Later as the easy to find placer gold was exhausted, sluice boxes, hydraulic mining and hard rock mining began to be used.

As an aside, Bass Lake was a fishery at one time and according to a Fish and Game report from March 29, 1946, during the gold rush period there was an earthen flume which brought water from another watershed to be used for sluicing purposes.

No real government regulations existed at the time gold was first discovered at Coloma. Nearly everyone's occupation was mining and they would stake out a small parcel they felt was promising near a creek or river and follow "Miner's Rules" for that Mining Region.

Once a formal process was established, the miners would usually file claims with the government for a larger piece of land along the large north-south region of the gold bearing quartz veins of the Mother Lode system. Mineral claims for gold and later chromite, copper, lead, manganese, mercury, and tungsten along with limestone, slate, soapstone and other kinds of gravel numbered in the thousands.

Usually named by the miner or miners who discovered or worked them for identification purposes, some of these claims did become substantial mining operations run by a "company" or crews of hired miners, but most were abandoned after the ore had been removed to be forgotten and became part of the history of El Dorado County.

Some of the mines of El Dorado Hills and the western Cameron Park area included the Cowell Mine, which was a very small chromite mine located three miles east of Clarksville from which four car loads of ore were removed during World War I.

Also, located approximately three miles east of Clarksville, the Dickson Mine was a chromite mine and the ore was mined from a northwest trending series of chromite caused by using an open-cut.

Consisting of a series of claims totaling 166 acres on Green Springs Creek at Green Valley Road, the Dormody Placer mine was about

one and one-half miles north of Bass Lake Reservoir.

The Joerger Mine was a chromite mine which was first worked in World War 1 and most of the ore was removed in 1942 during World War II.

Marble Valley, which was two miles southeast of Clarksville, had a large limestone mine that contained 98.8% pure calcium carbonate which was originally quarried and burned in a nearby vertical kiln for the cement industry. It was mined by the El Dorado Limestone Company and later the Gallo Glass Company. The total extent of the mine deposit is unknown, however, the limestone outcrops for a distance of nearly 4,000 feet with a width less than 100 feet to 200 feet.

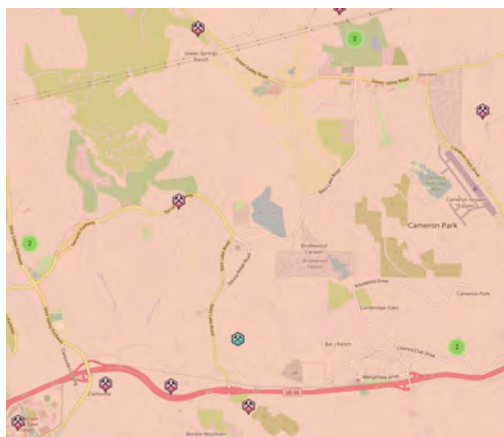
Originally it was developed in two different open quarries', one of which has been filled with water that you can see from Highway 50 and the mine is closed. The property is now planned for residential development in the future.

The Miller Mine was a chromite mine located one and a half miles northwest of the town of Clarksville near the Walker and York mines. It consisted mostly of small amounts of layered chromite.

Located three miles north of Bass Lake, the Reliance Mine produced iron from two magnetite veins which were four and a half feet in width and had three shafts, 50, 218 and 312 feet in depth which have since caved in.

The Simpson chromite mine was located five miles north of Clarksville and produced 54 tons of ore when it was active in 1917.

Pillikin Mine, which was a consolidation of the Pellikin, Bonanza King, Chrome Gulch, Donnelly, Nielsen, and Steel Mines, contained the largest known chromite deposit in the Sierra Nevada. This mining operation produced more than 3/4 of the total amount of the chromite found in El Dorado County. The mine was located in the Salmon Falls Mining District, six miles south of Pilot Hill just north of Flagstaff Hill Peak in the extreme Western portion of the county and has been idle since April of 1955.



Map of historic mines near El Dorado Hills
(image credit - <https://mindat.org/>)



Sutter's Mill, Coloma, CA.
(image credit <https://mindat.org/>)

The Walker Mine located in the El Dorado Hills area, produced chromite ore in 1917 and 1918, and during World War II in 1942. It was operated by the Volo Mining Company of Placerville and the mine deposit consisted of disseminated chromite in alternating rich and lean areas in a base of serpentine. The Walker mine was located eight miles west of Shingle Springs.

White Rock Mine, which was a placer gold mine, was located at Carson Creek one mile west of Clarksville. The Carson Creek gravel was dragged by dragline during the years of 1925 and 1926.

Several mines such as the Zantgraf, which had a history of producing more than \$1,000,000 in gold by 1901, and was a lode gold mine located east of the American River, are now part of Folsom Lake. The historic mining towns of Mormon Island, Negro Hill, Salmon Falls and Condemned Bar as well as other nearby mining camps were all inundated by Folsom Lake when it was formed by the dam.

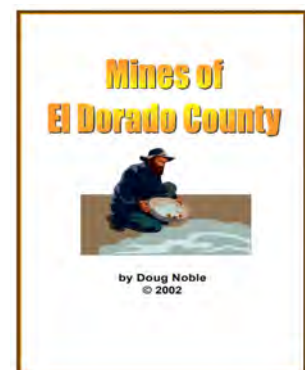
Please view the layered map below under references to view the many different mines located in El Dorado Hills that were not mentioned above and El Dorado County. ~

References:

<https://www.mindat.org/loc-3454.html>

<https://www.mtdemocrat.com/news/el-dorado-county-a-river-of-gold-runs-through-it-2/>

<http://www.eldoradolibrary.org/wp-content/uploads/2016/11/Mines-of-El-Dorado-County.pdf>





From The BLAC Board March 2021

March - in like a lion? It didn't seem that way for March 2021 - we'll have to wait to see if it will be lion or lamb when we leave March on the 31st.

In the Bulletin this month we have a lot of focus on traffic in our neighborhoods. Traffic concerns always are a priority in our area, so it isn't uncommon for us to explore the topic. Primarily our concerns are about Bass Lake Road, and the inadequacies of Bass Lake Road to support not just our immediate communities, but for commute traffic using Bass Lake Road from all areas in El Dorado County.

However, this month we return to a concern about traffic inside our residential neighborhoods. It seems that every few years, we experience an increase in speeding inside our neighborhoods. This year specifically we're discussing not just speeding, but an alarming increase in auto accidents along Summer Drive.

In terms of the increase in accidents, neighbors wonder if it is because of drivers speeding, the design of our roads, or just a statistical anomaly.

In the past when residents have approached El Dorado County about help to quell the speeding, the responses have always been consistent: Our neighborhood roads - designed in the 1990s and 2000s - meet all County Standards for road design, and for designed speed, 25 MPH (17MPH inside of Bridlewood Canyon).

When residents have asked for stop signs to control vehicle speeds, the County has deferred. In order to justify a stop sign, an analysis of road conditions, traffic volume, and accident data have to provide findings that support the need - so that the stop sign is legally enforceable in the event of an accident, or citation. And of course, there is a cost consideration: not just the price of 4 signs, posts, installation, and road paint at an intersection, but also the

(continued on page 6)

SILVER SPRINGS PARKWAY CONNECTION TO BASS LAKE ROAD CONSTRUCTION STATUS UPDATE

By John Davey

The Bass Lake Action Committee received an update from the El Dorado County Transportation Department on the construction status of the Silver Springs Parkway southern connection to Bass Lake Road at the old Sandhurst Hill Road intersection.

The project is currently in construction hold for the winter, but was able to take advantage of or unseasonably dry rain season to get the majority of the road connection in place near Madera Way. Current activity in the area is utility reconstruction work that is part of the roadway reconfiguration.

El Dorado County Transportation Department believes that the utility relocation work from PG&E and AT&T might be some of only potential delays in the project.

The expectation as of the first week in March, was that Bass Lake Road will close at the new intersection in April, and traffic on Bass Lake Road will be redirected to the new Silver Springs Parkway road connection, which continues north to Green Valley Road at the Signalized Silver Springs Parkway Intersection on the east side of Pleasant Valley Middle School.

Madera Way will still be available to residents in Woodridge and The Hills of El Dorado, but Bass Lake Road at the new Silver Springs intersection will be closed to Magnolia Hills Drive. Residents in The Hills of El Dorado will not be able to travel south on Bass Lake Road at Magnolia Hills Drive, but will be able to travel north to Woodleigh Lane, Gateway Drive, Lambeth Dr, Parkdale Dr, Foxmore Lane, and Green Valley Road. El Dorado County Department of Transportation advises motorists on Bass Lake Road north of Magnolia Hills Drive to use Silver Springs Parkway at Green Valley Road to access Bass Lake Road. Motorists could also use Cambridge Road, or Cameron Park Drive as alternate routes.

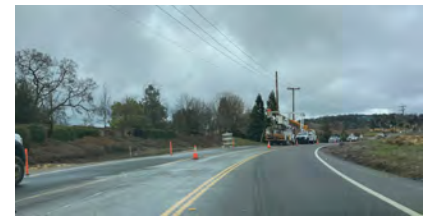
While Bass Lake Road is closed, construction crews will be working on realigning the southbound approach to the new Silver Springs intersection, which will include a left turn lane to Bass Lake Road, and a right turn lane to northbound Silver Springs Parkway. Northbound Bass Lake Road at the intersection will be reconstructed with a right turn lane so that drivers may use the right turn lane to continue north

towards Magnolia Hills Drive, Woodleigh Lane, and thereon to points north, ending at the current Bass Lake Road-Green Valley Road signalized intersection.

As of early March, project completion is expected in mid-summer of 2021. ~



*Bass Lake Road at Madera Way Construction
(photo credit - Tasha Boutselis Camacho)*



*Bass Lake Road Construction (photo credit -
Tasha Boutselis Camacho)*



*Summer Drive Utility Relocation Construction
(photo credit - Tasha Boutselis Camacho)*



*Madera Way Utility Relocation Construction
(photo credit - Tasha Boutselis Camacho)*

From The BLAC BOARD - (con't)

- costs for the analysis, design, and the approval process

The County Transportation Department will frequently advise residents that complaints regarding speeding and reckless driving are not the result of road design, but more pointedly, an enforcement matter. The most common suggestion is that the CHP should be contacted, and asked if additional enforcement could temporarily be put in place.

And this is consistent with what most traffic engineers and road system designers hold as an axiom in transportation design today: Wide roads with clear sightlines - the defining aspects of most new residential neighborhood construction - such as Summer Drive, Tea Rose Drive, Magnolia Hills Drive, Bridlewood Drive, Hollow Oak Drive, and Woodleigh Lane, encourage speeding. Roads that are a bit narrower, with more restricted sightlines, actually promote - you guessed it - slower speeds. If a road looks more like a highway, or looks like it can handle more speed, drivers - frequently unintentionally - will drive faster.

And inside our neighborhoods, when we complain about speeders, the enemy... is us.

Residents that live deep inside of our subdivisions typically drive faster on our wide and long internal roads- Summer Drive, Tea Rose Drive, Magnolia Hills Drive - until they get to their street, or their own home. These connector roads are treated almost like extensions of our major 40-plus MPH arterials - Bass Lake Road, Green Valley Road, EDH Blvd, Silva Valley PKWY- but that was never the intended use of these roads.

In villages like Laurel Oak, Woodridge, The Hills of El Dorado, and even a gated community like Bridlewood Canyon, our roads are not connectors -they only serve our internal residents. Unlike Woodleigh Lane, or Gateway Drive, our internal roads do not connect outside of our neighborhoods, so there is no "pass-through" traffic. Just ask neighbors along those roads what speeding looks like.

This will change in the future, as Great Heron Drive in Woodridge will connect Summer Drive to Woodleigh Lane with the development of the 75 home Rancho Tierra project. It will also change very soon for residents in the Sierra Crossing

(Continued on page 7)

QUICK QUACK CAR WASH TO JOIN SIENNA RIDGE SHOPPING CENTER

By John Davey

First reported on the Sacramento Business Journal website's daily "Five Things To Know" column on [March 4, 2021](#), Quick Quack Car Wash is planning on a 5,750 square foot site behind the Safeway Grocery building, along Sienna Ridge Road.

Quick Quack has over 100 locations in Arizona, California, Colorado, Texas, and Utah. Currently, Quick Quack's closest location to the Bass Lake area is at 1750 Cavitt Dr in Folsom, near the entrance for Costco. They offer multiple levels of Wash Packages, and vehicle detailing services, as well as an "Unlimited Membership".

Many area residents in the Haw View and Serrano developments near the Sienna Ridge Road project site have already expressed concerns about noise from the project. From the location labeled on the Sienna Ridge Center Leasing Marketing flyer, it appears that the "Pad E" location along Sienna Ridge Road between the Serrano J6 Luzon Way and Brozewing Place driveways is about 150 feet from three of the closest residences. It is suspected that a car wash use is one of the many "by right" uses in the approved development plan. This allows the developer flexibility in allowing many different uses to secure a wide variety of tenant uses. To date, no project details, or information has appeared on El Dorado County's eTRAKiT permit tracking website. If any approvals other than a conforming building is permit is required, it would likely be a Conditional Use Permit, or just a ministerial design review by the County Planning Department - and still likely to be a considered use under the center's original development approvals.

Before the Serrano J5 Commercial development was reduced in size for the Safeway anchored Sienna Ridge Center, the 1988 El Dorado Specific Plan had intended two commercial centers - one on each side of Sienna Ridge Road, with multiple gas stations. The Phase 2 Commercial site that was eliminated specifically called for a car wash use, that would have been just as closed to proposed residential development as the current project. From the March 11, 2010 Planning Commission review for the [Village J5 Commercial Center Phase II Findings and Conditions](#) Page 5, Section F:

Uses: All uses shall conform to the table included above which may include the following or similar uses: grocery store, drug store, variety store, beauty-barber shops, restaurant- coffee shops, cleaners, and fueling station-convenience store with car wash. Any car wash developed will have the hours of operation limited to 7:00 a.m. to 9:00 p.m. Minor modifications may be allowed consistent with the approved uses within Section 3.2.2 of the El Dorado Hills Specific Plan.

Considered in that 2010 review of the abandoned PHASE 2 project:

The analysis concluded that future development of the site would require the construction of sound walls to buffer the surrounding residential land uses from future noise level increases due to the project. The proposed site improvements include:

- Fueling station-convenience store & carwash construction: The proposed carwash would be located adjacent to future residential development to the east. The submitted Acoustical Analysis would require soundproofing construction materials to be used to reduce potential noise impacts of the fueling station and carwash. Due to the operational nature and noise generation associated with a carwash, staff is recommending that the carwash be deleted from the Development Plan as a permitted use.

(Continued on page 7)

SHOP/PAD	TENANT	SQ. FT.
A1	AVAILABLE	3,000
A2	AVAILABLE	1,000
A3	AVAILABLE	1,513
B1	Wash 'n' Detail	1,200
B2	Chase Bank	1,500
B3	Bank of America	1,500
B4	AVAILABLE	1,500
B5	AVAILABLE	1,500
B6	AVAILABLE	1,500
Pad B	Quick Quack Car Wash	5,750
B7	Bank of America	1,500
B8	Wash 'n' Detail	1,500
B9	Wash 'n' Detail	1,500
B10	Wash 'n' Detail	1,500
B11	AVAILABLE	1,500
B12	AVAILABLE	1,500
B13	AVAILABLE	1,500
B14	AVAILABLE	1,500
B15	AVAILABLE	1,500
B16	AVAILABLE	1,500
B17	AVAILABLE	1,500
B18	AVAILABLE	1,500
B19	AVAILABLE	1,500
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B48	AVAILABLE	1,500
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B50	AVAILABLE	1,500
B51	AVAILABLE	1,500
B52	AVAILABLE	1,500
B53	AVAILABLE	1,500
B54	AVAILABLE	1,500
B55	AVAILABLE	1,500
B56	AVAILABLE	1,500
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B59	AVAILABLE	1,500
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B61	AVAILABLE	1,500
B62	AVAILABLE	1,500
B63	AVAILABLE	1,500
B64	AVAILABLE	1,500
B65	AVAILABLE	1,500
B66	AVAILABLE	1,500
B67	AVAILABLE	1,500
B68	AVAILABLE	1,500
B69	AVAILABLE	1,500
B70	AVAILABLE	1,500
B71	AVAILABLE	1,500
B72	AVAILABLE	1,500
B73	AVAILABLE	1,500
B74	AVAILABLE	1,500
B75	AVAILABLE	1,500
B76	AVAILABLE	1,500
B77	AVAILABLE	1,500
B78	AVAILABLE	1,500
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B89	AVAILABLE	1,500
B90	AVAILABLE	1,500
B91	AVAILABLE	1,500
B92	AVAILABLE	1,500
B93	AVAILABLE	1,500
B94	AVAILABLE	1,500
B95	AVAILABLE	1,500
B96	AVAILABLE	1,500
B97	AVAILABLE	1,500
B98	AVAILABLE	1,500
B99	AVAILABLE	1,500
B100	AVAILABLE	1,500

From The BLAC BOARD - (con't)

- neighborhood, as Foxmore Lane opens up to Silver Springs Parkway.

When drivers from outside of our neighborhoods begin to use these roads as pass-through connectors, traffic volume and speeds will likely increase.

For now, inside of our neighborhoods, education and, sadly, enforcement, probably are the most important tools available to us as neighbors. It would be great if the County could acquiesce to our requests for more stop signs inside our neighborhoods, but truth be told, drivers in our neighborhoods already routinely fail to stop at existing stop signs now. Education will likely bring the most change. And if we can't learn that we need to bring our speeds down, or be bothered to understand that we're driving unsafely as we pass our neighbors' homes, then perhaps the lessons from enforcement, citation, and fines are the real tools we have left.

In the meantime, let's all try to do our part when we're driving inside our communities. And let's not try to belittle or shame our neighbors into compliance, but have honest, respectful conversations to remind each other - we all live here, and we all have an obligation to help keep each other safe.

John Davey
Vice President
Bass Lake Action Committee

QUICK QUACK CAR WASH AT SIENNA RIDGE (con't)

- Sound walls for fueling station: A six foot soundwall would be required along the eastern side of the fueling station to reduce the potential noise impacts future residential development.

- Mechanical equipment: Installation of mechanical equipment could potentially create noise levels in excess of established



Sienna Ridge Shopping Center satellite map view - proposed Quick Quack Car Wash location in yellow along Sienna Ridge Road between Luzon Way and Bronzewing Place



Satellite view - Quick Quack Cavitt Dr Folsom CA



Typical Quick Quack Facility (image credit - carwash.com)

standards. The submitted Acoustical Analysis requires that a separate analysis be submitted as part of the building permitting process for Building D which is located directly adjacent to the future residential development to the east.

The project has been conditioned to construct the sound walls as recommended by the acoustical analysis. The sound walls would be required to be shown on the improvement plans for the gas station and would be reviewed by Planning Services prior to issuance of a building permit. Future sound studies would be required prior to approval of the building permits for each of the buildings.

It remains unclear at this time what sort of additional reviews or approvals the project might require.

B.L.A.C. BOARD MEETING SET FOR MAY 10, 2021

The next BLAC Board of Directors meeting is scheduled for May 10, 2021 at 7PM. All BLAC Members are invited to attend. Members will receive an email invitation that will include the Zoom Link and instructions for attending the Virtual meeting.

BLAC membership renewals were mailed to members in January. If you haven't renewed yet, please mail your dues, using the self-addressed envelope included in the letter.

For further information about BLAC meetings and membership, please contact Vice-President John Davey at 530-676-2657, or email basslakemembers@gmail.com.

Residents can also apply via our online membership form at <http://basslakeaction.net/members> ~

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