

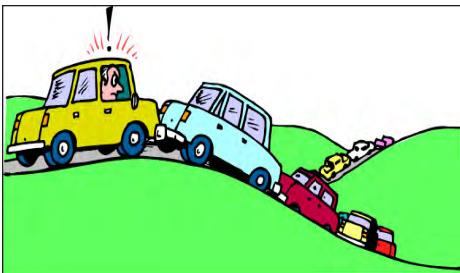
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# BASS LAKE BULLETIN

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The Voice of the Bass Lake Community  
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September 2006



## BASS LAKE AREA ROADS REPORT

At the last Bass Lake Action Committee (BLAC) meeting in August, Russ Nygaard, Deputy Director of Engineering, Foothills Division, El Dorado County Department of Transportation, presented an overview of road development plans for Bass Lake Road.

The Environmental Impact Report has been submitted and certified for the Bass Lake Road improvements from Hollow Oak to Highway 50. This project will improve the vertical and horizontal curves on the road similar to what was done to the road north of Hollow Oak. The builder, D.R. Horton, will landscape the median on the portion of the road included in the Bass Lake Specific Plan. There will be a park and ride lot near Highway 50.

Regarding the Hollow Oak Road Intersection Improvement, a stoplight will be installed at the intersection of Bass Lake Road. Russ commented that even before the recent fatality at Hollow Oak and Bass Lake Roads, the Department of Transportation had begun looking at whether a light should be installed at this intersection based on BLAC members' comments to Russ at an earlier meeting. Russ was asked to consider having a temporary four-way stop sign put in to prevent further fatalities in the interim, since a permanent signal is a year away. Russ also said that the two driveways that are now opposite Hollow Oak Road would be combined into a single entrance on that side. Work will probably not commence until next year.

In response to a question about improving

the line of sight where City Lights Road enters Bass Lake Road, Russ said that City Lights Road would be incorporated into Tierra de Dios when it is extended to cross Bass Lake Road and continued on to Silva Valley Parkway. The intersection of Tierra de Dios and Bass Lake Road will eventually have a signal.

In connection with the extension of Tierra de Dios, the western part of Country Club Drive will cease to exist in order to make way for the new Bass Lake Road-Highway 50 interchange.

The developers for Silver Springs met their plan filing date of August 1. This plan covers the housing development, building Silver Springs Parkway to Green Valley Road, and the improvements and signalization of the Green Valley Road-Deer Valley Road intersection. Plans to extend Silver Springs Parkway south to Madera Road have not yet been filed. ~

blueprint for growth. Measure Y, an initiative approved by voters in 1998, requires developers to pay for roads to handle traffic generated by their projects. The measure's provisions are part of the General Plan and require that road improvements keep pace with growth.

The new fees replace higher interim fees that were approved in June to keep pace with rising road construction costs. The new lower fees will result in a projected road fund shortfall of \$130 million over the next 10 years, according to county Transportation Director Richard Shepard. The county anticipates it will need \$608.5 million in traffic impact fees over the next 20 years.

The board of supervisors approved the new TIM fees on a 3-1 vote. Supervisor Rusty Dupray voted against the lower fees, arguing that the county's current road funding problems result from a failure to collect enough money in the past.

Paul Raveling, President of the El Dorado Hills Citizens Alliance, commented, "Thanks go to District 1 Supervisor Rusty Dupray for dissenting with the majority opinion on the Board of Supervisors. He recognized that we need a faster pace of road system capacity growth, not only in El Dorado Hills but also throughout El Dorado County."

County Auditor-Controller Joe Harn told the board that they must either change the county General Plan policies governing traffic improvements and how they are funded, or ask voters to approve a sales tax increase to help pay for road projects. ~



## TIM FEES GO UP, BUT SOME SAY INCREASE IS NOT ENOUGH

The cost of a new home in El Dorado Hills will include \$28,870 to help pay for roads, after the county Board of Supervisors adopted a new schedule of traffic impact mitigation (TIM) fees. Other areas of the county will pay from \$13,670 to \$37,000 per new home.

The Board of Supervisors adopted the TIM fee program to meet requirements of the 2004 General Plan, the county's



# *THE PRESIDENT'S LETTER*



Hello All,

Well, Labor Day has come and gone, heralding the end of Summer and the advent of Fall.

Some of our trees seem to think it's Fall already, as they are have begun shedding their leaves prematurely. I think it's probably due to the extended hot spell we had last month.

Speaking of last month, in last month's Bulletin I told you about our new Zinfandel vineyard, which is going on two years old. This year we left just one or two bunches on each vine to see how they would do, because next year will be our first real crop. But the grapes seemed so good-looking this year that Fran and I decided to try and make some wine with them.

The grapes got riper and riper, the fruit was sweeter and sweeter, and the seeds began to turn brown, so we knew that the time to harvest was close.

Just before Labor Day, we went down to the vineyard to see if we would harvest the next day, and lo and behold, half the grapes were gone! The birds had been watching the grapes ripen, too, and had beaten us to harvest. What a letdown!

We quickly brought out our supply of plastic grocery bags and covered the few remaining bunches to keep the birds out. The next day we harvested and crushed what little was left, and got about two gallons of crushed grapes, which gave us a whole gallon of wine after the primary fermentation and pressing was done.

While we had fun with our "mini-harvest" and learned a lot about winemaking this year, we don't intend to share next year's crop with the birds. We have ordered a quantity of bird netting for the vineyard for next year.

*John E. Thomson*

## President



## Map of old Clarksville showing adjacent parcel ownership

CLARKSVILLE REGION HISTORICAL SOCIETY SET

An organizing meeting of the Clarksville Region Historical Society was held at the El Dorado Hills Public Library on the evening of August 29, 2006.

Meeting Chair Betty January explained that the purpose of the meeting was to organize a non-profit historical society to preserve the history of Clarksville and the surrounding areas that are now part of the El Dorado Hills region.

The thirty-one attendees were invited to introduce themselves and briefly explain their interest in Clarksville. Attendees included newcomers and long-term residents, representatives from local newspapers, descendants of the original settlers of Clarksville, the current owner and proposed developer of a substantial portion of what used to comprise Clarksville and his partner, and representatives from historical organizations in Sacramento and El Dorado County.

Mary Corey, director of the El Dorado County Historical Museum in Placerville, pledged her support for the creation of a Clarksville historical society. She enumerated the many resources that are available at the Museum that might be of interest to the group. She suggest that the society consider compiling a photo history of Clarksville and the surrounding areas of Salmon Falls, Mormon Island, and Latrobe, and offered her assistance.

Melinda Peak, past president of the Sacramento Historic Society, spoke about various

historical and archeological works she has done on the area. She performed the original archeological survey of Serrano, took photos and did a survey of Clarksville in the late 1980s, and has written extensively on historic sites in the area. She said that the Clarksville historic society should define the geographic area it will include and decide on its focus. For example, it could present monthly lectures, publish pamphlets, books, or other educational material, have a monthly newsletter, and conduct walking tours.

Betty January indicated that one of the first things the society needs to do is to apply for non-profit status and decide on a name. Betty said that she understood that the name "Clarksville Historical Society" was open for use.

The name "Clarksville Region Historical Society" was approved as the name for the society, and Betty January declared that everyone that was at this first meeting would be known as "Founding Members."

The fourth Tuesday of each month was selected as the monthly meeting date for the society. The next meeting will take place at the El Dorado Hills Public Library at 6:30 p.m. on Tuesday, September 26. Any interested persons are cordially invited to attend.

Melinda Peak, past president of the Sacramento Historic Society, spoke about various



Your tax money

## THE FIRST STEP TOWARD OVERTURNING PROPOSITION 13?

Proposition 13 faces one of its most serious challenges on the ballot this fall, in the form of Proposition 88.

Enacted by California voters in 1978, Prop. 13 limited property taxes to 1 percent of the purchase price, with a maximum increase of 2 percent per year for inflation. Changes to Prop. 13 could only be made by state or local voters.

Since then, local voters sometimes have increased property taxes to fund schools, usually through higher percentage taxes on a property's value, but sometimes through a parcel tax—a tax of a specified amount on each parcel.

Proposition 88's statewide parcel tax would begin to chip away at California's property-tax protections. Prop. 88 is a statewide parcel tax—the first such statewide tax in California since 1910. Every parcel in the state, no matter what size, would pay \$50 to fund statewide education programs, amounting to \$450 million to \$500 million a year. A car dealer or a Costco store would pay \$50, the same as for a family home or small business.

Proponents contend that schools need the money, which is to be divvied up among programs this way: \$175 million for K-12 class size reduction, \$100 million for instructional materials, \$100 million for school safety, \$85 million for facility grants and \$10 million for data systems.

There are number of problems with this initiative:

First, it takes what traditionally has been a local tax (the parcel tax) and starts using it for state purposes; thus more power flows to the state and away from the local area, where decisions, especially for education, are best made. The state already has enough sources of revenue, especially income, capital-gains and most of sales taxes, and simply should not be given any more.

Second, citizens can levy a local parcel tax—or raise general property taxes over-

all—on their own for their school districts through a local initiative process.

Third, it's not clear exactly how the program money would be divvied up among schools. The Legislative Analyst's summary of the bill found that most of the money would be sent to schools "using a new per student formula to be created by the Legislature." That means large school districts like Los Angeles and San Francisco would probably get the lion's share of the money.

Fourth, this money would be filtered through the state bureaucracy. What if one's local district is OK on school safety and data systems, but needs more for school books? Too bad. Prop. 88 says school safety and a data system are statewide needs.

Fifth, Gov. Arnold Schwarzenegger agreed earlier this year with the state teachers' unions to restore all funding demanded by Proposition 98; the money had been reduced a year ago because of budget problems. For fiscal year 2006-07, which began July 1, the annual per-student funding from all sources—federal, state and local—for K-12 is \$11,264, an increase of \$516 from the previous year. At \$11,264 a year for a 25-student classroom, that's \$281,600 per classroom per year. That's a lot of money, more than what some private schools charge.

Sixth, taxes already are too high in California. The top income tax rate is 10.3 percent, highest in the country. The sales tax of 7.25 percent also is the highest of any state (with local taxes adding even more, such as 50 cents in Orange County). The only break Californians get is on property taxes, which in 2004 were 29th highest in collections per capita among the 50 states.

Finally, this breach in the bulwarks of Prop. 13, although small, could be widened in the future should Prop. 88 pass. As has been seen with other taxes, such as those on cigarettes, the victory of one tax leads to attempts, sometimes victorious, to impose more of the same type of tax. If Prop. 88 wins, it would encourage copycat assaults on property in the form of new parcel taxes.

Soon, California could be back in the same dreary days of 1978, with retirees on fixed incomes losing their homes because they couldn't pay the taxes, before Prop. 13 was enacted. Been there, done that.



## TONG RANCH, OLD CLARKSVILLE SOLD

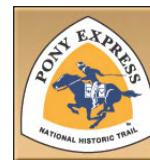
A Placerville investment group has purchased substantially all of the Tong Ranch property, which includes the site of the historic town of Clarksville. The property is comprised of about 270 acres and generally covers both sides of Highway 50 from Silva Valley Parkway up the Bass Lake Grade. The acreage contains many historical sites, including several remnants of old Clarksville and several original stretches of the old Lincoln Highway.

The buyer, KFRD Investments of Placerville, has announced plans to eventually develop the property while at the same time preserving as much of the historical elements as possible, according to Ken Wilkerson, spokesman for KFRD. The developer hopes to work with local groups to preserve the historic characteristics of the site.

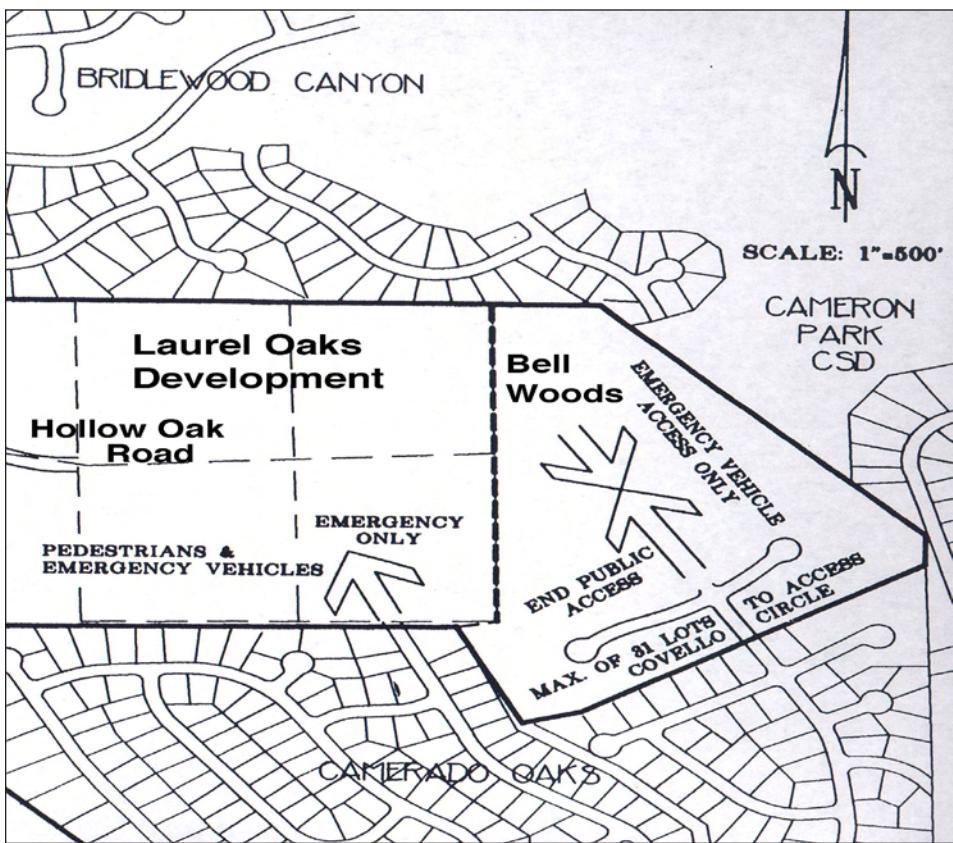
The Clarksville Region Historical Society has recently been formed to preserve the historical documents and artifacts connected with Clarksville. See the related story in this issue of the Bulletin.



Representatives of the local Lincoln Highway Association have also voiced a desire to see the portions of the old Lincoln Highway preserved. The Lincoln Highway was the first trans-continental highway, and portions of it still exist on the property. Passers-by can see a commemorative roadside sign on Silva Valley Parkway near Highway 50 that indicates that the original roadway ran nearby.



Though probably not historically correct, Highway 50 has been designated as the route of the new Pony Express National Trail established by the National Park Service, and as such runs right through the property. National historic trails recognize diverse facets of history such as prominent past routes of exploration, migration, trade, communication and military action. . ~



Part of the Bass Lake Hills Specific Plan showing the Bell Woods parcel

## CAMERON PARK FIRE TO SERVE BELL WOODS

Bell Woods, the 34-acre parcel just east of the new Laurel Oaks housing development at the end of Hollow Oak Road, has been designated by the El Dorado County Local Agency Formation Commission (LAFCO) as an area that is to be served by the Cameron Park Fire Department.

The parcel has long been somewhat of an orphan because it was originally left out of both the El Dorado Hills and the Cameron Park community service districts. An open space divides the parcel, resulting in a proposed development map that has the eastern home sites being accessed from Cameron Park and the western home sites accessed from El Dorado Hills. The two sides are to be connected by an unpaved fire road. This split of home sites and dead end roads arrangement was specifically provided for in the Bass Lake Hills Specific Plan, purportedly to prevent the establishment of an easily-used connector road between El Dorado Hills and Cameron Park.

Last year the El Dorado Hills Area Planning Advisory Committee (APAC) recommended that the developer of Bell Woods, Norm Brown, be allowed to construct a peripheral road that would connect the home sites in order to facilitate traffic flow and provide an

all-weather road for fire and law enforcement vehicles. APAC concurrently recommended that the parcel be served by El Dorado Hills Community Services District and the El Dorado Hills Fire Department because of the geographical location of the parcel. However, LAFCO subsequently decided to split the parcel between the two community service districts.

The recent action to cede fire protection to Cameron Park was opposed by LAFCO member Gary Costamagna, who is on the board of the El Dorado Hills County

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Water/Fire Protection District and formerly served as fire chief of the city of Sacramento. Costamagna argued unsuccessfully that much environmental documentation had been prepared with the idea that the El Dorado Hills firefighters would serve Bell Woods. It also appears that even though the responsibility for combating Bell Woods fires will fall to Cameron Park, the proximity of the El Dorado Hills fire station on Bass Lake Road would mean that the El Dorado Hills firefighters would be closer and would probably be called on to respond to fires there. However, Costamagna was outvoted by county supervisors Rusty Dupray and Jack Sweeney, joined by LAFCO board members Loftis, Hagen and Long. Alternate LAFCO board member Helen Baumann did not vote. ~



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