

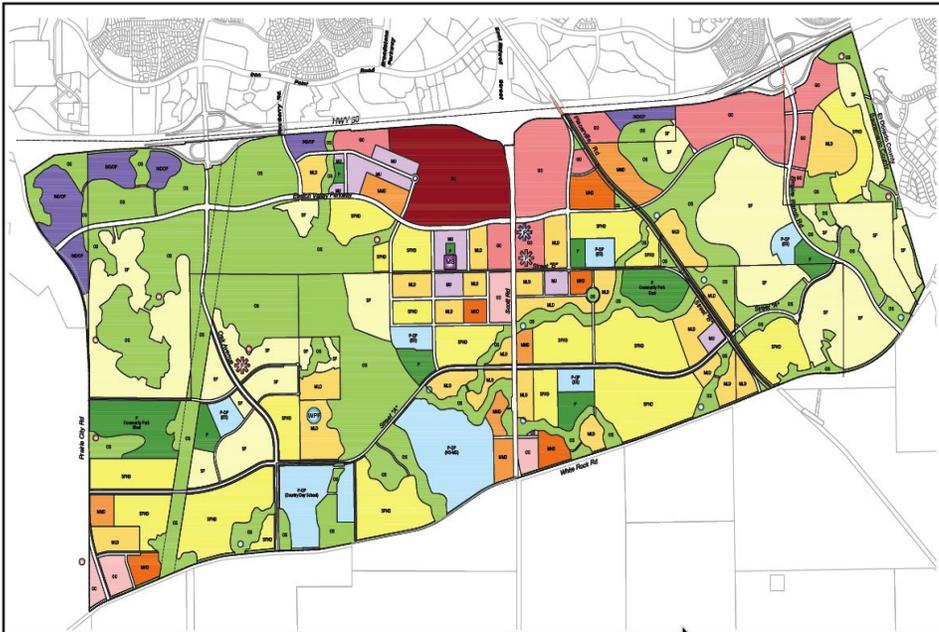
BASS LAKE BULLETIN

Vol. VIII No. 8

The Voice of the Bass Lake Community

August 2010

www.basslakeaction.org



Overview of proposed land use in area to be annexed by the City of Folsom

FOLSOM HASTENS TO ANNEX LAND SOUTH OF HIGHWAY 50

The city of Folsom is hastening to annex more than 3,500 acres of prairie and oak woods south of Highway 50. The annexation will become final if the Sacramento Local Agency Formation Commission approves Folsom's application to annex the land next spring, and development is expected to follow soon thereafter.

The annexation process and subsequent development activity is on a fast track. The Notice of Preparation (NOP) and the Notice of Intent (NOI) were issued in September of 2008. The public review of the Draft Environmental Impact report (DEIR) is expected to be completed on August 2010. After that, the city will submit its Annexation Pre-Application to the Sacramento Local Agency Formation Commission (LAFCo) in the Fall or Winter of 2010. The certification of the Final EIR, Pre-zone, General Plan Amendment and Specific Plan Approval by the city is expected by the Winter of 2010. If LAFCo approves the annexation in the Spring of 2011, people familiar with the situation say that construction and development could start as early as the Fall of 2011.

One of the hurdles Folsom must clear is how hard rock from the mining operation

south of the growth area can best be trucked to Highway 50. Folsom and Teichert Aggregate are meeting with Sacramento county and other stakeholders to decide how this can be done. Teichert, seeking a Sacramento county permit to operate its plant, needs to find the shortest route to the freeway, but that would put it through the center of the expansion area. The city wants an alternate route, one that Teichert officials say could add millions of dollars to the cost of supplying raw materials for construction in the region.

A number of El Dorado Hills neighborhood groups and activists are against Teichert hauling the rock eastward through El Dorado Hills along White Rock Road to Highway 50. They allege that a parade of heavy trucks carrying rock and gravel through downtown El Dorado Hills would create noise and congestion and ruin the area's quiet nature.

In addition, environmentalists have expressed concerns that the expansion could induce growth south of White Rock Road, which is aligned with the route of the future regional highway linking El Dorado County and Elk Grove. They would like to see some mitigation. The biggest issue identified by

the Environmental Council of Sacramento is that Folsom's plan doesn't propose to mitigate its growth-inducing effects on the oak woodlands to the south of White Rock Road, according to an ECOS board member.

The annexation area includes 1,000 acres of open space and 120 acres of parks.

A contract for water already has been negotiated with the Natomas Central Mutual Water Co. A new pipeline from the Sacramento regional water facility in Freeport will be paid for by the residents of the expansion area. People familiar with the area say that the El Dorado Irrigation District probably will also furnish water to the area.

The site would be a regional destination for shopping and entertainment, offer up to 13,000 jobs in retail, and more than 10,000 new residences in a range of housing types.

There are seven landowners in the area, but three own perhaps 90 percent of the land: AKT Development, Easton Development and the Carpenter Ranch group.

Copies of the annexation documents are available online via the city website at www.folsom.ca.us. Select annexation from its quick links option. ~

ELK GROVE TO EDH CONNECTOR ROAD CRITICS AIR VIEWS

El Dorado Hills residents critical of a plan to dump tens of thousands of cars a day into El Dorado Hills from the proposed Capital Southeast Corridor took their complaints to the Board of Supervisors last month.

As previously reported in the Bulletin, El Dorado Hills will be the eastern terminus of the planned Capital Southeast Connector that will eventually run from Elk Grove to El Dorado Hills along the present route of White Rock Road. The Connector is designed to divert traffic from Highway 50 by providing an additional east-west route across Sacramento county. The Connector project is being guided by the Connector Joint Powers Agreement (JPA) with a board consisting of one representative each from

(continued on page 2)

CONNECTOR *(continued)*

Sacramento County, the City of Elk Grove, the City of Folsom, the City of Rancho Cordova, and El Dorado County.

Current design calls for the Connector to be an expressway coming up to the El Dorado county line, then to become a thoroughfare from the county line to where the connector will join Highway 50.

As described in the recent notice of preparation (NOP) for the draft environmental impact report (DEIR) now being prepared for the Connector, the expressway portion of the Connector is to be a four- to six lane divided, high speed facility, with grade separated interchanges where an adequate level of service cannot be maintained with an at-grade intersection. Access is restricted to the interchanges or intersections where feasible. These expressway segments require a typical two-hundred-foot right of way, which would accommodate future widening to six lanes.

The thoroughfare portion of the Connector is described as similar to an urban arterial, with four to six traffic lanes. The left turns are limited to at-grade signalized intersection. These intersections are to be spaced a minimum of one half mile apart, with one mile spacing preferred and quarter-mile spacing allowed only in locations where consolidation of existing and approved intersections is not feasible. Direct access will also be minimized, with any driveways to be consolidated or eliminated where feasible.



The future White Rock Road?

Critics, including El Dorado Hills resident Paul Raveling, and Jon Jakowatz from El Dorado Hills' Four Seasons community, pointed out that the projected traffic load assumptions for the intersection of White Rock Road and Latrobe Road are greatly understated in Connector data tables.

For example, the NOP uses traffic counts based on 1999 data, showing a present average daily trip (ADT) volume at the

White Rock-Latrobe intersection to be 6,400 vehicles, with a projected 27,800 ADT in 2035. The El Dorado County Department of Transportation (DOT) currently shows an ADT of 9,942 vehicles at the intersection, and projects an ADT of 44,600 vehicles in 2025.

Corridor Executive Director Zlotkowski countered by saying that the JPA staff was working with El Dorado County DOT to get the correct numbers.

The critics say that the numbers discrepancy is simply an indication that the JPA is intent on building the Corridor without any consideration of the impacts of the Corridor on El Dorado Hills. Of the total 35 to 37 mile length of the Corridor, only two miles of the corridor is in El Dorado Hills, where it comes in along White Rock Road and intersects with Highway 50 at Silva Valley Parkway. They also point out that El Dorado Hills, though ably represented by county supervisor John Knight, has but one vote on the five member board on which four Sacramento city and county government representatives are members.

Bass Lake Action Committee vice-president Kathy Prevost, BLAC's political affairs officer, says that BLAC is also concerned about El Dorado Hills' perceived inability to influence the manner in which the Corridor is built, even though the Corridor's impact will be considerable. "The idea of all those cars being funneled onto El Dorado Hills streets is shocking," she said. ~



We're looking for a home!

WESTERN SLOPE ANIMAL SHELTER: A STORY YET TO BE FINISHED

For twenty years, El Dorado County's West Slope Animal Shelter was located on Placerville's water treatment plant property. However, in February of 2004, because of planned expansion of the city water treatment facility, Placerville declined to extend the lease. Subsequently, in November of 2006, the Board of Supervisors (BOS)

purchased the Shinn property, ten acres on Mother Lode Drive at Pleasant Valley Drive, for \$454,000 as the site for a new animal shelter.

Part of the purchase requirements included construction of a road and water line to the site, and utility and fencing improvements. This decision was not universally accepted, and was the subject of a 2009-2010 Grand Jury report that questioned the purchase because seven of the ten acres of the site is not usable due to a seasonal creek running through it; and the county is obligated to run utilities and a road into the property.

The Animal Shelter moved to temporary facilities after the expiration of the Placerville lease in March 2007. The arrangement divided the administration, small animal, and large animal facilities into three separate locations, with the large animals being housed at the Grace Foundation. The annual cost of the leases for these three facilities is about \$152,000. Critics note that this arrangement has resulted in operational inefficiencies, and point to the fact that the small animal shelter lease expires in January 2011.

Through 2009 the county General Services Department spent \$624,400 for a design and the necessary CEQA documents to build an 18,000 square foot animal shelter facility on the Shinn property. However, the BOS decided not to fund the new shelter at that time because of concerns about cash flow, and asked county staff to do more research and return with the project when it seemed appropriate.

The General Services Department was merged into the Department of Transportation (DOT) when the county reorganized in 2009. DOT Facilities and Engineering took over the animal shelter project. Over the next 18 months DOT reviewed nine different shelter sites. Of these, a commercial property site in Cameron Park was proposed for the new shelter, but it turned out to be more expensive to retool the Cameron Park site for the shelter than to build on the original Shinn property, and there was a public outcry against the proposed Cameron park site. The Shinn property was again reevaluated.

The reevaluation of the Shinn property pointed out its advantages of having a reasonably central location, easy accessibility, and a safe and secure location which will probably encourage both the adoption of animals and participation of volunteers. The plans for the new shelter provide adequate care for small animals, with a covered barn for large animals. There are also exercise

(continued on Page 3)

PRESIDENT'S LETTER



Hello All,

When BLAC met with Russ Nygaard from the Department of Transportation in July, the group discussed the possibility of using volunteers to perform some of the services that the county was now unable to provide because of layoffs and the financial bind in which the county now finds itself.

Specifically, we were talking about fixing the street at the entry to Woodridge. While agreeing in principle with the use of volunteers, Nygaard said that he has been told that there are some legal hurdles that must be overcome before the county may use volunteers.

BLAC Director Hal Erpenbeck pointed out that California has a program that uses volunteers as docents and instructors at the Gold Discovery Park at Coloma, and suggested that the county review the State's program for possible adoption by the county.

Everyone agreed that there was a big pool of unused talent in the retired population of El Dorado County, and the county could put it to good use through a volunteer program.

There is no reason why those who wish to contribute to the general well-being of the county should not be allowed to make a contribution. To deny them is to insult them. Some might say that volunteers take jobs away from government workers. To them I say, if there is no money, there are no jobs; and believe me, the county is worse than broke, it's underwater.

So I challenge the Board of Supervisors to get County Counsel Lou Green and his staff to figure out a way to use volunteers to keep some of the county services going. After all, we all live here, so we might as well lend a hand to keep the place up.

Best regards,

John Thomson
President



TRASH CAN OVERCHARGES

Several residents of the Woodridge neighborhood in Bass Lake Village have reported finding themselves overcharged on their trash bills. It seems that they were being mistakenly charged for large 96 gallon (\$33.20 a month) trash cans instead of the smaller 64 gallon size (\$23.70 a month). It appears that some residents have been overcharged for years. Bass Lake residents are urged to check their past Waste Connection (El Dorado County Disposal) bills to make sure they have not been overcharged.

According to people familiar with the situation, you may call Cee at Waste Connections 530-295-2811 if you find a discrepancy. Recycle and green waste cans are not affected, as they are all 96 gallon size and are included in the basic trash can pickup fee. ~



EL DORADO COUNTY SWEETENS EARLY RETIREMENTS

The El Dorado County Supervisors, acting on a recommendation from county staff, have approved an early retirement plan for certain county employees, hoping to thin the ranks of highly-paid employees in the face of continuing and growing county

(continued on page 4)

SHELTER *(continued)*

areas, and a secure drop-off area. The site could also accommodate a future dog park, which is very much desired by many dog owners in the county.

The proposal of the Cameron Park site, as well as discussions at the county about outsourcing the animal control to Sacramento County, galvanized the supporters of a new Animal Shelter into action. The Animal Shelter Coalition of EDC, (www.newshelternow.org) an alliance of residents, businesses, and animal welfare groups, was organized in June 2010, and the members wrote letters, sent emails and signed petitions to the BOS. The Coalition felt that the county had for many years had a substandard shelter arrangement at the Placerville site and that the current arrangements were inadequate and unacceptable for the long term. They felt it was necessary to build a new shelter that could accommodate the many and varying needs of the county.

The BOS recently approved a plan to build the new shelter on the Shinn property. Phase 1 will construct the access road and perform site work with a projected cost of \$1,600,000. Phase 2 will be construction of the shelter at an estimated cost of \$4,650,000. Funds for the shelter will come from the dedicated Tobacco Settlement Fund (\$2,800,000) and construction reserves (\$1,500,000).

The adoption of a plan for the new animal shelter allows the county to take advantage of the current favorable bidding climate, as bids are coming in below engineer's estimates, and may facilitate the possibility of winning grant funds. In addition, it provides a focus for animal welfare groups' fund raising efforts for the new shelter, which some have said they plan to do. ~



SEPTEMBER 6TH

RETIREMENT *(continued)*

budget woes.

The plan could result in annual savings of up to \$5 million, depending on the number of early retirees and their years of service.

The cost of the early retirement plan is being borne by the Retiree Health Fund, which currently has about \$16 million in cash. The Retiree Health Fund is an employer-sponsored plan, into which county employees contribute pre-tax dollars.

There are around 100 employees eligible for the plan, who are at least 55 years of age and who have worked a minimum of 20 years for the county, a group the county identifies as most likely to take advantage of the program. Last year a similar early retirement plan was offered to eligible county employees, which resulted in 22 employees taking early retirement.

Auditor-Controller Joe Harn was the only person to voice an objection to the plan, stating in a letter to the supervisors that the monies in the Retiree Health Fund were not set aside in prior years to pay for early retirement incentives. ~



Midsummer Joys

Give me the joys of summer,
Of Summer Queen so fair,
With wealth of lovely flowers
And fruits and sun-kissed air!

Talk not to me of winter
With ice and frost and snow,
Nor changing spring and autumn
When howling winds will blow.

No, I will take the joys
Of Summer every time,
So to this Queen of Seasons
I dedicate my rhyme.

—Winifred Sackville Stoner

GERTSCH SPEAKS TO BLAC IN AUGUST, MEETINGS SET FOR SEPTEMBER, OCTOBER

Guy Gertsch, El Dorado County Parks Commissioner for District 1 and El Dorado Hills CSD Director, was the guest speaker at the August BLAC meeting.

Guy discussed the recent developments regarding the El Dorado County Historical Railroad Park, a proposal for the development of a museum in the town of El Dorado on the Sacramento Placerville Transportation Corridor. It appears that the various trail, cycling and railroad buffs all have competing visions for what the park will look like. The park commissioners have told the various organizations that wish to share the park to get together and craft a shared vision and bring it back to the commission.

Guy also talked about the changes going on at the CSD, including the retirement of General Manager Director Wayne Lowery and the upcoming election of candidates to three CSD board seats in November.

The September regular meeting of the Bass Lake Action Committee will be held on September 13, 2010, at 7:00 PM at the home of Fran and John Thomson, 501 Kirkwood Court, Woodridge, El Dorado Hills, 95762, (530) 677-3039. The meeting will be held on this day because of the intervention of the Labor Day holiday. The guest speaker that evening will be Craig Therkildsen, candidate for El Dorado County Sheriff.

The October meeting will be held on October 4, 2010. The guest speaker that evening will be John D'Agostini, candidate for El Dorado County Sheriff.

All Bass Lake Action Committee members and Bass Lake area residents are welcome to attend regular BLAC meetings. Please call

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

ahead to ensure adequate seating.

For further information, please contact Kathy Prevost at 530-672-6836. ~

PROPANE REPORT

For the week ending July 30, 2010, the Targa San Ramon wholesale price of propane rose 3 cents from 99 cents to \$1.02 a gallon. The JS West contract delivery charge is currently 6 cents for Woodridge-Bridlewood-Sierra Crossing contract customers, making the current laid-in price \$1.08 per gallon.

With 272 homes now signed up, the markup remains 59 cents, making the per-gallon contract delivered price \$1.67 per gallon. The next threshold is 300 or more contract customers, when the markup over the laid-in price will become 50 cents per gallon. For new contract customers the first fill is currently \$1.47 per gallon.

The benchmark Mont Belvieu, Texas, wholesale cash price for propane on Friday, July 30, 2010, was 1.0798 cents per gallon. One year ago the price was 79.58 cents per gallon. ~

The Bass Lake Bulletin is published monthly seven to ten days after the regular monthly BLAC meeting, by the Bass Lake Action Committee, El Dorado Hills, California
Copyright © 2010. Permission to reproduce unabridged articles is granted if appropriate attribution is given to the Bass Lake Bulletin

John E. Thomson, Ph.D.
President and Editor
doctorjet@basslakeaction.org
530-677-3039

For additional information
see our website, basslakeaction.org
or contact

Vice President Kathy Prevost
kathyp@basslakeaction.org
530-672-6836
