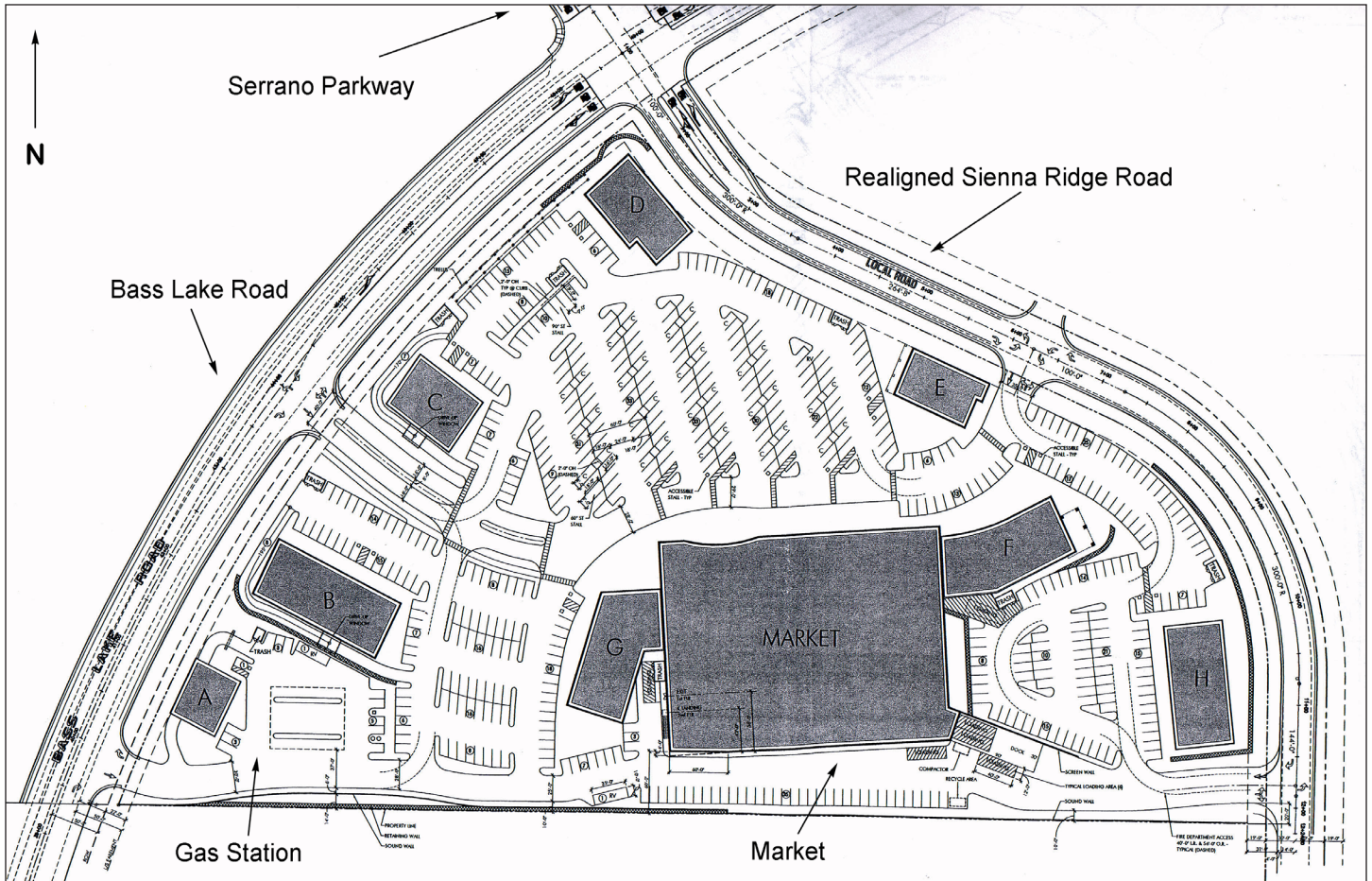


# BASS LAKE BULLETIN



Conceptual design of the shopping center to be built at Serrano Parkway and Bass Lake Road in Village J

## SERRANO REVEALS BASS LAKE SHOPPING CENTER CONCEPT

Representatives from Parker Development visited the regular membership meeting of Bass Lake Action Committee (BLAC) last month, and provided a large group of Bass Lake residents with a conceptual picture of the proposed commercial development with 115,000 square feet of retail space that will be built on Bass Lake Road.

Kirk Bone and Andrea Brown from Parker gave the lengthy presentation and fielded many questions about the new commercial area that will be built on the western part of Village J5, a twenty-five acre parcel which is currently zoned for commercial use. The eastern half of the parcel is expected to

remain zoned as commercial land, with the possibility of future commercial activity in the future.

As part of the development plan, the existing route of Sienna Ridge Road (formerly old Bass Lake Road) that now crosses the Village J5 parcel and meets Bass Lake Road near the entrance to the El Dorado Irrigation facility, will be realigned so that its northern end will instead complete a four-way intersection at the present three-way intersection of Bass Lake Road and Serrano Parkway. The shopping center will be located on the southwest corner of that intersection.

So far no tenants have been identified for

the shopping center, according to Mr. Bone, which will probably include a supermarket as the anchor tenant, with several fast food restaurants, a gas station, spaces for shops, and a professional building.

Village J6 to the east, which abuts Bridlewood Canyon, is a twenty-four acre parcel that is currently zoned commercial, but Parker does not believe that the Bass Lake neighborhood will support much more commercial development than is planned for Village J5. Therefore it appears that Parker will be asking the county to rezone Village J6 to residential use, and probably will submit

*(continued on next page)*

## SHOPPING CENTER *(continued)*

a development plan to build homes there sometime in the future.

It was emphasized that these plans are as yet tentative and conceptual in nature. Final determination of building locations, size and architecture of the shopping center will depend on the agreements with the shopping center's ultimate tenants.

Further news on the shopping center will be reported in the Bulletin when it becomes available. ~



Old Clarksville schoolhouse, now a barn

## LOCAL HISTORICAL SOCIETY TO HOST CLARKSVILLE DAY

The Clarksville Region Historical Society will host Clarksville Day at the El Dorado Hills Public Library on Saturday, May 12, from 10:00 to 4:00. A number of indoor exhibits and several outdoor activities are scheduled that trace the history of the local area. While much attention has been paid to other El Dorado County historical legacies, such as the California Gold Rush, the area around Clarksville is rich with local history.

Historically, the area around what is now known as Clarksville was long inhabited by the Maidu and Miwok groups of Native American Indians. These indigenous people lived off the land, and resided in villages scattered over an area that extended from the Sacramento Valley up into the Sierra Nevada Mountains.

In January of 1848, James W. Marshall discovered gold in the millrace of Sutter's Mill at Coloma on the American River and touched off the California Gold Rush.

The Indians, though weakened by the malaria epidemics of the 1830s, were still residing in the Sierra Foothills when the

early gold-seekers and others began to arrive in the late 1840s. The immigration caused by the Gold Rush destroyed the Indian's arcadian way of life as gold seekers overran the foothills.

In 1848 or 1849, the Mormon Tavern, offering rough hospitality for gold seekers, was built by a Mormon named Morgan in the area just south of the present community of El Dorado Hills. The tavern later acted as a remount station during the short life of the Pony Express, from April 1860 through October 1861.

About the same time the Mormon Tavern was built, a man named Clarkson had a stopping place near Mormon Tavern known as Clarkson's Village. Clarkson's Village was near the junction of the stagecoach road from Sacramento and the freight road east to the Sierra mines, roads which brought people, news, supplies, and mail to the gold fields. The town soon became the commercial and social center for the area, and boasted of four hotels in its heyday. By 1855 a post office was established there, and in the process the postal authorities renamed the town Clarksville.

By 1860 the Gold Rush boom was fading. In the process, the area around Clarksville moved to a more agricultural economy, and ranching became the major industry. The town's commerce suffered greatly when in 1864 the railroad coming east from Sacramento was routed to the south instead of passing through Clarksville. Though it continued to be a service center for the local ranchers, the town of Clarksville began a slow decline.

The advent of the Lincoln Highway (America's first transcontinental highway) that was built through Clarksville in the early 1900s restored some life to Clarksville. The Lincoln Highway later became U.S. Highway 50, but when in the 1960s Highway 50 was rerouted to bypass Clarksville, the little community just faded away.

At the present time all that is generally left of Clarksville are the ruins of some frame buildings and a few stone walls that stand on what is now private property. The one remaining building is the old school house, which has been added onto and maintained as a barn.

Organizations that will be displaying information at Clarksville Day include El Dorado County Inter-Tribal Council, El Dorado County Museum, El Dorado County Historical Society, the Mountain Democrat, the National Pony Express Association, El Dorado County Cemetery Commission, the Institute for Canine Forensics, and the

Lincoln Highway Association. Displays will include historical artifacts, pictures, and maps.

Outside activities will include an authentic Mormon Battalion encampment with narratives, Pony Express horses and riders featuring remount enactments in the afternoon, and perhaps gold panning for the kids.

Traditional music will be provided from Noon to 3:00 PM by the Orange Possum Special, a banjo, guitar and fiddle trio, who will perform traditional songs and ballads.

The El Dorado Hills Library is located at 7455 Silva Valley Parkway near the intersection with Serrano Parkway.

More information about Clarksville Day and the day's schedule of events will be available on the Society's website, [edhistory.org](http://edhistory.org), prior to the event. ~



## NEW COUNTY GRADING ORDINANCE AFFECTS PROPERTY OWNERS

The County of El Dorado has adopted a new grading ordinance that drastically changes the requirement to get a permit to grade one's property.

The old ordinance generally required property owners to obtain a county grading permit when the amount of soil to be excavated would exceed 250 cubic yards, while the new ordinance's threshold is only 50 cubic yards.

The ordinance received the approval of the Board of Supervisors last month, and is effective as of April 13, 2007. However, at the hearing meeting Supervisor Ron Briggs expressed strong misgivings about the ordinance, saying in effect that 50 cubic yards is not much dirt, and that the ordinance may turn out to be very onerous to many property owners.

The new grading ordinance and the revised county grading design manual are available on the county website, [www.co.el-dorado.ca.us](http://www.co.el-dorado.ca.us). ~

## THE PRESIDENT'S LETTER



Hello Everyone,

Well, a lot can happen in a month. Our garden is a riot of green, and this looks to be one of our best years yet for gardening.

In our vineyard, *floraison* (bud break) signals the start of the growing season.

On grapevines the buds are on the old wood, and in each bud are the details for all that will be produced in the coming year. Each grape variety has its own bud break time. The red grapes, like our Zinfandels, usually begin *floraison* in late March.

As March wore on with no *floraison*, I wondered whether our grapevines would ever come out. But as I write this in April, they have already been through *floraison*, and the vines are now setting out new green *canes* (or shoots) from the buds in the stage called *débourement*, which is the growth period between *floraison* and the appearance of what are called *efflorescences*, or flower clusters, on the end of the new shoots.

The efflorescences are tightly furled on the end of the cane, and they will only open up and bloom when the new shoots are about ten inches long. The blooms will signal the end of *débourement*, and the emerged flowers will begin the process of self-fertilization. I will update you on our vines' progress next month.

All you railroad fans may be interested to know that the El Dorado County Museum also houses the El Dorado Western Railroad Foundation, a group of railroad buffs that are restoring several rail cars of the old narrow-gauge Diamond & Caldor Railway. It was primarily a logging railroad, but it was also licensed to haul passengers and freight. The group is comprised of volunteers dedicated to creating an historically accurate logging railroad facility, through research and restoration, in the county.

The Foundation had been hoping to build a railroad museum on land adjacent to the new Wal-Mart store in Placerville,

but complications concerning the property have arisen, and other sites along the old standard gauge Placerville & Sacramento Valley (later purchased by the Southern Pacific) Railroad right-of-way are now being considered. For more information, visit their website at [www.edwrf.org](http://www.edwrf.org) when you have a chance.

Getting farther on down the track, there is a group in Folsom called the Folsom, El Dorado & Sacramento Historical Railroad Association (FEDS), who are trying to garner support for the operation of an excursion railroad out of Folsom toward Placerville to run on the old Southern Pacific tracks which would be known as the "Sacramento Valley Rail Road." While the roadbed needs extensive work, there are still rails on the western part of the route, which at one time ran from Folsom to Latrobe to Placerville. For more information about FEDS, visit their website at [www.fedshra.org](http://www.fedshra.org) and take a look.

*John E. Thomson*  
President



## THE STORY OF THE EASTER EGG

This month we celebrated Easter, and many of us went to egg rolls and hunted Easter eggs. How did Easter happen to get associated with eggs?

During the span of history, eggs have represented mystery, magic, medicine, omen and food. It is the universal symbol of Easter celebrations throughout the world and has been variously dyed, painted, adorned and embellished in the celebration of its special symbolism.

Before the egg became closely entwined with the Christian Easter, it was honored during many rite-of-Spring festivals. The Romans, Gauls, Chinese, Egyptians and Persians all cherished the egg as a symbol of the universe. From ancient times eggs were dyed, exchanged and shown reverence.

In pagan times the egg represented the rebirth of the earth. The long, hard winter was over; the earth burst forth and was re-

born just as the egg miraculously burst forth with life. The egg, therefore, was believed to have special powers. It was buried under the foundations of buildings to ward off evil; pregnant young Roman women carried an egg on their persons to foretell the sex of their unborn children; French brides stepped upon an egg before crossing the threshold of their new homes.

With the advent of Christianity the symbolism of the egg changed to represent, not nature's rebirth, but the rebirth of man. Christians embraced the egg symbol and likened it to the tomb from which Christ rose.

Old Polish legends blended folklore and Christian beliefs and firmly attached the egg to the Easter celebration. One legend concerns the Virgin Mary. It tells of the time Mary gave eggs to the soldiers at the cross. She entreated them to be less cruel and she wept. The tears of Mary fell upon the eggs, spotting them with dots of brilliant color.

Another Polish legend tells of when Mary Magdalen went to the sepulchre to anoint the body of Jesus. She had with her a basket of eggs to serve as a repast. When she arrived at the sepulchre and uncovered the eggs, lo, the pure white shells had miraculously taken on a rainbow of colors.

Decorating and coloring eggs for Easter was the custom in England during the middle ages. The household accounts of Edward I, for the year 1290, recorded an expenditure of eighteen pence for four hundred and fifty eggs to be gold-leafed and colored for Easter gifts.

The most famous decorated Easter eggs were those made by the well-known goldsmith, Peter Carl Faberge. In 1883 the Russian Czar, Alexander, commissioned Faberge to make a special egg as an Easter gift for his wife, the Empress Marie. This was the first in the series of fabulous jeweled eggs.

Ornamental egg designers believe in the symbolism of the egg, and celebrate the egg by decorating it with superb artistry. Some use flowers and leaves from greeting cards, tiny cherubs, jewels and elegant fabrics, braids and trims, to adorn the eggs.

Although the omens and the mystery of the egg have disappeared today, the symbolism remains, and children and adults continue the practice of decorating eggs and pretending the Easter Bunny brings the adorned eggs in cute Easter baskets. ~



## SILVER SPRINGS DEVELOPMENT AND ROAD WORK DELAYED

According to persons familiar with the situation, the developers of Silver Springs, west of the Sierra Crossing community on Bass Lake Road, have postponed building until the housing market improves, possibly delaying the development, and the accompanying road project, for a year or so.

The proposed road, Silver Springs Parkway, will eventually connect Bass Lake Road from its sharp turn just north of Madera with Green Valley Road just east of Pleasant Valley School. The road project has

been designed, and the developer of the Silver Springs' Subdivision will advance construction of this roadway as a condition of home building permits. It is contemplated that work will also include building the extension of the new roadway from the southern limit of the Silver Springs Subdivision to Madera Drive, although those improvements are dependent upon right-of-way acquisition and other regulatory permitting.

Construction of extension and connection to existing Bass Lake Road was anticipated to begin in late Summer 2006 or Spring of 2007. It is hoped that the delay will enable

the plans for the southern extension to be firmed up and included in the overall road construction project. ~

## BLAC WEBSITE "HITS" AND ACTIVITY UP

Websites usually measure their traffic in number of "hits" (requests for web content) per time period, but their definitions of hits may differ. The Bass Lake Action Committee website ([basslakeaction.org](http://basslakeaction.org)) is experiencing between 250 and 300 hits per day so far this year, an increase over the 2006 website activity.

Nonprofit organizations such as BLAC, which furnish information to their communities through their websites, do not have sales numbers with which to measure

the effectiveness of their websites. They are simply interested in having people visit their websites and look at the pages on the site. The most common way to measure the number of page viewings are the number of hits, so hits are considered to be the measurement of choice.

Judging from the increase in website traffic, measured by hits, it appears that BLAC is doing a good job of disseminating information to the community. ~



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