

(Distributed during hearing
by staff)

PC 4/28/16
#3, #4, #5
2 pages

Transportation Division Response to Comments received via
email from Mr. John Davey dated 04/20/16

"The projects in question are part of the "Bass Lake Hills Specific Plan" however the revised focus of the project, and the traffic impact mitigation seems to be pointed at Cameron Park issues. The COA was crafted in adherence to the BLHSP and Bass Lake area issues. It seems we're trading one end of the BLHSP traffic issues for the other."

County Response: Traffic, and traffic impacts do not stop at subdivision, specific plan, or community boundaries. The mitigation is not focused on any particular community, but is focused on the actual traffic impacts created by those projects. Bass Lake Road is estimated to operate at acceptable LOS after buildout of the Hawk View, Bell Woods and Bell Ranch projects (Phase 1a), plus anticipated background traffic growth out to the year 2027. The intersection of Country Club Drive at Bass Lake Road operates unacceptably in the AM peak hour due to the long delay for the westbound left-turn movement. Without mitigation, Phase 1a development would considerably worsen this condition. The Phase 1a projects were not originally required to mitigate this impacted intersection. The County is proposing to revise the conditions to mitigate this impact. This approach is consistent with General Plan Policy TC-xf.

"The intersection at Hollow Oak and Bass Lake Rd has already had one fatality and several accidents. Since the Hawks View project is located north of this intersection, and is likely to be the first phase of the BLHSP to be developed (it already has several graded residential pads) focusing ALL of the traffic mitigation efforts to the the south end of the the BLHSP to work just on Country Club Dr seems to be ignoring the actual area of traffic that will be immediately impacted when the first phase starts construction."

County Response: As stated in the response above, traffic mitigation is focused where impacts have been identified. Recent Three-Year Accident Summaries do not indicate significant accident rates at the Bass Lake Road / Hollow Oak Road intersection.

"Since we're willing to put off traffic mitigation measures that were agreed to for the COA, how likely is it that we would put them off again, and again, for each subsequent phase? I know that the county sees the Country Club intersection as the most immediate need, but what will mitigate the traffic issues at the actual site of the first phase of development?"

County Response: The improvements to Bass Lake Road that are proposed to be delayed were contained in the previous Conditions of Approval, however, the revised Traffic Impact Analysis does not indicate that there are actual impacts to Bass Lake Road traffic, or traffic at the Bass Lake Road / Hollow Oak Rd Intersection. The revised Traffic Impact Analysis shows that the Phase 1a projects do not significantly impact this roadway segment or intersection, thus, no mitigation is required.

“At the very least, I would hope that we can identify now via an enforced COA WHO will be responsible for the traffic mitigation improvements on Bass Lake Rd at the north end, and WHEN they would be built.”

County Response: As stated in previous responses, there are no significant impacts to other roadway segments or intersections beyond those impacts identified in the Traffic Impact Analysis. It is likely that Mr. Davey’s concerns are directed towards growth in general, and has concerns that improvements anticipated and planned for in the BLHSP will not get built. The County, and subsequent development within the BLHSP is responsible to ensure that the BLHSP and County General Plan Policies will be enforced.

The BLHSP EIR (1991), mitigation measure J01 identifies traffic improvements that are the responsibility of the BLHSP. The EIR Addendum (1995) requires County to monitor mitigation measure compliance, and “Ensure that all circulation improvements are in place when needed”.

The County will monitor traffic, future development, and development traffic impacts to Bass Lake Road, other County roadways and intersections. Improvements to that portion of Bass Lake Road that are proposed to be deferred (from City Lights Drive to Hollow Oak Road) would be constructed by any development projects in the BLHSP either: 1) fronting on Bass Lake Road in this segment, or; 2) triggering a traffic impact in accordance with BLHSP or General Plan Policies. Intersection improvements (including traffic signals, if warranted) would be constructed either: 1) by any future development that has a significant impact on an intersection, or; 2) by the County if the project is included in the County’s 10-year Capital Improvement Program (CIP).

The County’s General Plan Policies TC-Xa through TC-Xh provide traffic impact thresholds of significance, and require that new development projects construct the necessary mitigation, or pay their fair share (TIM Fees) where the mitigation is contained within the County’s CIP.

“I also would like to have the county investigate working in conjunction with the El Dorado Hills Fire Department to address a traffic light at Hollow Oak. A traffic light would permit safer access for emergency vehicles from Station 86, and improve traffic flow on a VERY poorly designed intersection for Hollow Oak residents.”

The Bass Lake Road / Hollow Oak Road intersection does not currently meet warrants for installation of a traffic signal, and is not expected to meet those warrants, or exceed County LOS standards until beyond 2019. The County, in monitoring future development in the BLHSP would ensure that necessary intersection improvements would be constructed concurrently with development impacts.

Recent Three-Year Accident Summaries do not indicate significant accident rates at the Bass Lake Road / Hollow Oak Road intersection. Additionally, discussions with EDHFD indicated no evidence of a significant number of accident responses at the Bass Lake Road / Hollow Oak Road intersection, and no concerns regarding safe access to Fire Station 86.