



# PLANNING AND BUILDING DEPARTMENT

## PLANNING DIVISION

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Date: December 9, 2019

Agenda: December 12, 2019

To: Planning Commission

From: Mel Pabalinas, Current Planning Manager  
Pat Angell, County Consultant, Ascent Environmental

**Subject: A14-0003/SP12-0002/SP86-0002/Z14-0005/PD14-0004/TM14-1516/DA14-0003/CENTRAL EL DORADO HILL SPECIFIC PLAN: INFORMATION ON COMMISSION REQUESTED DISCUSSION TOPICS**

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At the November 14, 2019 Planning Commission hearing, the Commission identified the following topic areas for further information and discussion:

- Why are the Pedregal Planning Area and Serrano Westside Planning Area not being processed as separate projects?
- County inventory of multi-family land area, current regional housing needs allocation for the County, report back on County staff and applicant discussions on the inclusion of affordable housing in the project.
- Traffic impact analysis overview, including the impacts of the Country Club Drive and turning movement level of service (LOS) at intersections.
- Overview of the Development Agreement (DA) and input on whether the DA commitments apply to subsequent developers and consideration of adjustments to the Community Benefit Fee and dwelling unit triggers for Country Club Drive extension
- Report back on meeting between County staff and El Dorado Hills Community Services District (EDHCSD) on increases in parkland dedication in the Serrano Westside Planning Area.
- Overview of recommended Statement of Overriding Considerations

These topic areas are further discussed below.

## **PEDREGAL PLANNING AREA AND SERRANO WESTSIDE PLANNING AREA PROCESSED AS SEPARATE PROJECTS**

The Central El Dorado Hills Specific Plan (CEDHSP) application by Serrano Associates, LLC (applicant) proposed the inclusion of both planning areas into a single specific plan development request. The applicant intends to develop both planning areas. While specific plan areas commonly consist of contiguous land areas, there are no regulations that prohibit the applicant's request for the County to consider these two separate but related planning areas within a single development request. As identified in the November 14, 2019 staff report, the CEDHSP's 737 residential dwelling unit potential is similar to the maximum development potential that is currently allowed under existing General Plan and zoning (759 dwelling units) (staff report Table 1 and 3). The inclusion of both sites into a single specific plan allows for the relocation of these dwelling units between the two planning areas to address slope, oak woodland, and other natural resource constraints identified in General Plan policies.

## **PROJECT IMPACTS ON COUNTY MULTI-FAMILY LAND AVAILABILIBITY AND AFFORDABLE HOUSING**

The County is currently in the process of updating the inventory of multi-family sites. Table B-3 (Residential Vacant Land Inventory) of the 2013-2021 Housing Element Update identified 187.74 acres of Multi-Family Residential land area with a development potential of 1,495 dwelling units for the west slope portion of the County. The CEDHSP would consist of 26 acres of land designated for multi-family development that could generate 324 to 587 dwelling units.

The 2021-2029 regional housing needs allocation (RHNA) for El Dorado County is anticipated to be 4,994 dwelling units. County staff believes that the County currently has sufficient land use capacity to meet the RHNA allocation. Attachment A provides additional information regarding the 2021-2029 RHNA allocation. While the CEDHSP proposes multi-family designated land areas, the project does not currently commit to the development of affordable housing. County staff and the applicant have met regarding this issue. However, no changes to the CEDHSP or the DA to further address affordable housing are proposed at this time.

## **CEDHSP TRAFFIC ANALYSIS**

Attachment B provides a detailed description of the how transportation impact studies (TISs) are prepared in the County.

Traffic impacts of the CEDHSP were originally evaluated in a 2015 TIS that was provided in Appendix L of the Draft EIR. A 2017 updated traffic analysis was prepared to evaluate CEDHSP impacts under existing, near-term, and cumulative conditions to address Measure E compliance update the EIR, the County's updated Capital Improvement Program, and the following completed transportation improvements:

- US 50/El Dorado Hills Boulevard Interchange improvements
- US 50/Silva Valley Parkway Interchange opening

The updated traffic analyses identified that CEDHSP would be responsible to ensure improvements are made to the following intersections concurrent with development:

- Latrobe Road/Town Center Boulevard intersection
- Silva Valley Parkway/Appian Road Intersection
- El Dorado Hills Boulevard/Park Drive/Saratoga Way Intersection

County Transportation Department staff and Fehr & Peers Associates (TIS Consultant) representative will provide a presentation and answer project specific questions regarding traffic and circulation at the meeting.

### **DEVELOPMENT AGREEMENT**

Development Agreements are authorized by Government Code Sections 65864 through 65869.5 and County Zoning Ordinance 130.85. A Development Agreement is adopted by ordinance. The purpose of a development agreement “is to provide assurance to an applicant for a development project that upon approval of the project the applicant may proceed in accordance with existing policies, rules and regulations, and subject to conditions of approval, will strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic costs of development” (County Zoning Ordinance 130.85.005).

The DA provides vested rights to the developer to develop the project as approved by the County, in conformance with the County rules, regulations, policies, standards, specifications, and ordinances in effect on the date of adoption of the ordinance for the DA. The applicant will not be obligated to comply with any future amendments to County rules, regulations, policies, standards, specifications, and ordinances.

As identified in the November 14, 2019 staff report, which is included as Attachment 4 of the report, the applicant would be obligated to provide the following under the DA:

Dedication of Right-of-Way and Construction of Country Club Drive: The applicant will dedicate with no compensation right-of-way within the CEDHSP area for the future extension of Country Club Drive (referred to as Park Drive in the CEDHSP) between El Dorado Hills Boulevard and Silva Valley Parkway. This also includes coordination on obtaining right-of-way off-site of the CEDHSP area. The applicant will be responsible for the construction of Country Club Drive in two phases, subject to credits and/or reimbursement by the County for Phase 1 and Phase 2. Phase 1 would consist of the segment starting at El Dorado Hills Boulevard and terminating at the CEDHSP eastern boundary. Phase 1 construction would commence prior to the first building permit issued south of Serrano Parkway. Phase 2 would consist of the segment at the CEDHSP eastern boundary and terminating at Silva Valley Parkway. Phase 2 construction would commence when all required wetland and other regulatory permitting have been secured and sufficient funds are available to construct the phase. Both construction phases have been analyzed in the EIR for the project. No subdivision of the Pedregal planning area would occur until construction of Phase 2 has commenced.

Community Benefit Fee: The applicant agrees to the County's collection of a Community Benefit fee of \$6,000 per dwelling unit at the time of building permit issuance. These funds may be used by the County for any purpose benefiting the community as determined by the Board of Supervisors. The Community Benefit fee does not include an escalator as currently written, but the Commission may recommend inclusion of an escalator

Property Transfer Fee: The applicant agrees to the establishment of a voluntary Property Transfer Fee to be imposed upon all future sales of property within the CEDHSP area. The Property Transfer Fee will be payable to the County at the close of escrow for each sale. It will be calculated at a rate of one-quarter percent (0.25%) of the sales price of the property in question. The Property Transfer Fee will be used for the on-going maintenance of recreational, senior facilities, or other facilities for the benefit of the community in conjunction with the regional park on Bass Lake, the County 41 acres on Bass Lake, and CEDHSP public park facilities.

Dedication of Parkland to EDHCSO: The applicant commits to provide the EDHCSO and the community approximately 16.3 acres of parkland consisting of the community park site and the privately owned and maintained neighborhood park. In addition, the applicant will construct the community park in accordance with the agreed upon Community Park Phasing Schedule subject to credits against EDHCSO Park Impact Fees. The community park will be maintained by the EDHCSO. The neighborhood park will be constructed by the applicant at its sole expense.

Dedication of the 11-Acre Civic/Limited Commercial Parcel: The applicant will offer the 11-acre Civic/Limited Commercial Parcel for the development of a public facility or recreational amenity to the EDHCSO or County.

Publicly-Accessible/Private Maintained Open Space and Bicycle/Pedestrian Trails: The applicant commits to the installation of up to 7,800 linear feet of pedestrian and bicycle trails within the open space areas east of El Dorado Hills Boulevard. These trails will be publicly accessible and privately maintained.

Right-of-Way Reservation and Contribution to US 50 Pedestrian Overcrossing: Right-of-way within the community park for the US 50 pedestrian overcrossing will be provided. The applicant will also fund the environmental review and permitting for the overcrossing.

Protection Against Negative Fiscal Impacts: The applicant will agree to work with the County to form a CFD or other mutually acceptable financing mechanism to generate the annual revenues to eliminate the fiscal deficits to the General Fund and Road Fund. To ensure that the most current and accurate information regarding project build out expectations are used in determining fiscal impacts, the applicant will prepare an updated fiscal impact analysis no later than submittal of the first small lot tentative map. Other benefits provided for in the DA, such as the \$6,000 Community Benefit Fee, are not considered in determining that the Project is revenue neutral. The Project will be revenue neutral independent of the other benefits provided for in the DA

Contribution to County's Affordable Housing Trust Fund: The project will be subject to a \$500 per dwelling unit contribution to the County's Affordable Housing Trust Fund program at the time of building permit issuance.

Contribution to County's Integrated Traffic System Master Plan: The project will make a fair-share contribution to the County's Integrated Traffic System Master Plan at the time of building permit issuance.

## **INCREASED PARKLAND DEDICATION FOR SERRANO WESTSIDE PLANNING AREA**

The Commission requested that County staff and EDHCSD staff meet to discuss options/feasibility of further increasing parkland dedication in the area of the former 100-acre El Dorado Hills Executive Golf Course. County staff and EDHCSD staff conducted a conference call on December 3, 2019 to discuss this issue. EDHCSD staff identified that the Board of Directors would be providing formal comments to the Planning Commission that may include recommendations for further parkland dedication and modifications to the DA should the project be recommended for approval to the Board of Supervisors. These comments were not available at the time this memorandum was prepared. A representative from the EDHCSD will be at the meeting to respond to any questions the Commission may have.

## **OVERVIEW OF THE STATEMENT OF OVERRIDING CONSIDERATIONS**

Should the County wish to approve the project, CEQA requires that the County to support, in writing, the specific reasons that the approval of the CEDHSP is acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the EIR or elsewhere in the record. The CEDHSP Final EIR identifies that there are significant environmental impacts related to air quality, greenhouse gas emissions, cultural resources, and noise for which mitigation measures would not reduce the level of impact to less than significant. Therefore, despite the implementation of mitigation measures to reduce the severity of the impacts, they remain significant and unavoidable.

A Statement of Overriding Considerations (SOC), which is included as Attachment 8 of the Planning Commission staff report, has been prepared as part of the CEQA Findings should the Commission recommend approval of the CEDHSP. A summary of project benefits that could support the SOC are provided below. The Commission may recommend modifications to the SOC.

### **Economic Considerations and Job Creation:**

- Temporarily increase employment opportunities during construction.
- Annual recurring local spending by project site residents

### **Social and Recreational Benefits:**

- Offers a range of housing choices for multiple market segments
- Provides alternative transportation choices through bicycle and pedestrian paths

- Provides bicycle and pedestrians facilities that connect to existing trail system
- Provides diverse housing types for varying lifestyles and age groups
- Provides recreational amenities including parks and open space

Environmental Benefits:

- Furthers County's vision of compact growth and protects agricultural and natural resources
- Preserves ridgeline of oak woodland canopy, consistent with General Plan Policy 7.4.4.4 and ORMP
- Consistent with SACOG's MTP/SCS

General Plan Policy Consistency:

- 2.1.1.2 and 2.1.1.3 – development within Community Regions
- Housing Element policies HO 1.1, HO 1.5, and HO 4.1 related to housing mix
- Implements Circulation Map for El Dorado County General Plan through connection to Silva Valley Parkway (Country Club Drive)

**Attachments**

- A. 2021-2029 Regional Housing Needs Assessment (RHNA) allocation
- B. Transportation Analysis



COUNTY OF EL DORADO  
PLANNING AND BUILDING DEPARTMENT

INTEROFFICE MEMORANDUM

Date: November 26, 2019

To: Mel Pabalinas, Planning Manager

From: C.J. Freeland, Department Analyst II  
Housing, Community and Economic Development Programs

Subject: **2021-2029 Regional Housing Needs Allocation for El Dorado County**

For the past year County staff has met with the Sacramento Area Council of Governments (SACOG) and other regional housing Planners and stakeholders regarding the anticipated Regional Housing Needs Allocation (RHNA) issued by the state Department of Housing and Community Development (HCD). RHNA represents future population growth and the housing units necessary to accommodate that growth for the 2021-2029 Housing Element planning period.

California's Housing Element Law (Government Code, §§ 65580 et seq.) mandates that SACOG develop and approve the RHNA distribution methodology for its six-county region, which include the counties of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba, and their 22 cities.

SACOG determines the regional housing allocation for each jurisdiction by multiplying the proportion of 2016-2035 Metropolitan Transportation Plan (MTP) growth projections and the Regional RHNA Determination from HCD as described below.

On July 18, HCD issued the total RHNA determination for the SACOG region for the 2021-2029 planning period. The total number of projected housing units anticipated for the region is 152,718. This number does not include the unincorporated Tahoe Basin, which is established by the Tahoe Regional Planning Agency. Based on the County's percentage of MTP growth of 3.27 percent, the overall RHNA allocation for the unincorporated area of the west slope of El Dorado County would be 4,994 housing units. ( $152,718 \times 3.27\% = 4994$ ) The east slope allocation for the Lake Tahoe basin is discussed later in this memo.

The regional determination for the west slope includes an overall housing needs number, as well as a breakdown of the number of units required in the following four income distribution categories, as defined by state law: very low income (less than 50 percent median family income [MFI]); low income (50 to 80 percent MFI); moderate income (80 to 120 percent MFI); and above moderate income (above 120 percent MFI).

ATTACHMENT A

SACOG is required to demonstrate a RHNA distribution methodology that addresses each of the statutory objectives. This language requires proactive inclusion of each state objective into the analysis. The RHNA factors include a longer list of considerations that must be incorporated into the methodology.

The proposed RHNA distribution methodology will adjust the distribution factor of the lower income units though will not increase the overall housing allocation. The preliminary RHNA allocation and income category breakout for the unincorporated area of El Dorado County may resemble the following:

<b>Income Category</b>	<b>SACOG Housing Allocation West Slope</b>	<b>Percentage Allocation</b>
Very Low <50% MFI*	1,350	27%
Lower 50% -80% MFI	813	16%
Moderate 80% -120% MFI	840	17%
Above Moderate >120% FMI	1,991	40%
<b>Total</b>	<b>4,994</b>	<b>100%</b>

\* Median Family Income

The County is required to zone adequate sites to accommodate the RHNA allocation. The very low and low income categories must be accommodated on land zoned for multifamily residential development. Moderate and above moderate development may be accommodated in a variety of zones that allow residential development.

On Thursday, November 21, 2019, the SACOG Board of Directors approved Option C as the Cycle 6 (2021-29) Regional Housing Needs Allocation methodology. This means that, subject to the appeals process, each jurisdiction's total RHNA and income category allocations are those presented in the RHNA allocation table above. The SACOG board will be asked to adopt the Regional Housing Needs Plan (RHNP) in spring 2020, finalizing all allocations and completing the RHNA. Housing elements are due by May 31, 2021 regardless of when the RHNP is adopted.

Basic background information about RHNA can be found on the SACOG website at <https://www.sacog.org/post/rhna-faqs>.

HCD publishes annual tables of official federal and State income limits for determining area median incomes. The most recent release for El Dorado County is dated May 8, 2019. "Affordable housing cost" for lower-income households is defined in State law as not more than 30 percent of gross household income (Health and Safety Code Section 50052.5). The more widely used federal limit is 30 percent of gross income. "Housing cost" commonly includes rent or mortgage payments, utilities (gas, electricity, water, sewer, garbage, recycling, green waste), and property taxes and insurance on owner-occupied housing.



Income Category		2019 State Income Limits for El Dorado County					
		Number of Persons in Household					
		1 Person	2 Persons	3 Persons	4 Persons	5 Persons	6 Persons
Extremely Low Income	30% AMI	\$ 17,600	\$ 20,100	\$ 22,600	\$ 25,750	\$ 30,170	\$ 34,590
Very Low Income	50% AMI	\$29,300	\$33,450	\$37,650	\$41,800	\$45,150	\$48,500
Low Income	80% AMI	\$46,850	\$53,550	\$60,250	\$66,900	\$72,300	\$77,650
Median Income	100% AMI	\$58,500	\$66,900	\$75,250	\$83,600	\$90,300	\$97,000
Moderate Income	120% AMI	\$70,200	\$80,250	\$90,250	\$100,300	\$108,300	\$116,350

Effective 5/6/19 (not to be used for CDBG or HOME programs) <http://hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits.shtml>

Based upon a preliminary analysis of the vacant and underutilized land inventory zoned multifamily county-wide, staff believes the County has sufficient land use capacity to meet the anticipated RHNA allocation for the 2021-2029 planning period for very low and low income housing with surplus for future growth. The full housing capacity analysis for the 2021-2029 Housing Element Update, including multifamily zoned land by community region, is in progress.

Should you have any questions please don't hesitate to contact me at (530) 621-5159 or at [Cynthia.freeland@edcgov.us](mailto:Cynthia.freeland@edcgov.us).



**COUNTY OF EL DORADO  
DEPARTMENT OF TRANSPORTATION**

**INTEROFFICE MEMORANDUM**

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**Date:** December 8, 2019

**To:** El Dorado County Planning Commission

**From:** Natalie K. Porter, P.E., T.E.  
Senior Traffic Engineer

**Subject:** *Transportation Analysis*

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**BACKGROUND**

At the November 14, 2019 Planning Commission meeting, questions arose during Agenda Item #5 – A14-0003/SP12-0002/SP86-0002R/Z14-0005/PD14-004/TM14-1516/DA14-0003 Central El Dorado Hills Specific Plan regarding the traffic analysis for the project.

Serrano Associates, LLC hired Fehr & Peers, a transportation consultant, to perform the traffic analysis for the proposed project.

The Department of Transportation (Transportation) has Transportation Impact Study (TIS) Guidelines that were presented to the Board of Supervisors on December 2, 2014. The transportation consultant must be consistent with the TIS Guidelines and coordinate with Transportation staff in order to have the analysis approved. The TIS Guidelines can be found on the County's website at:

<https://www.edcgov.us/Government/longrangeplanning/DOT/tis-guidelines/Pages/transportation-impact-study-guidelines.aspx>

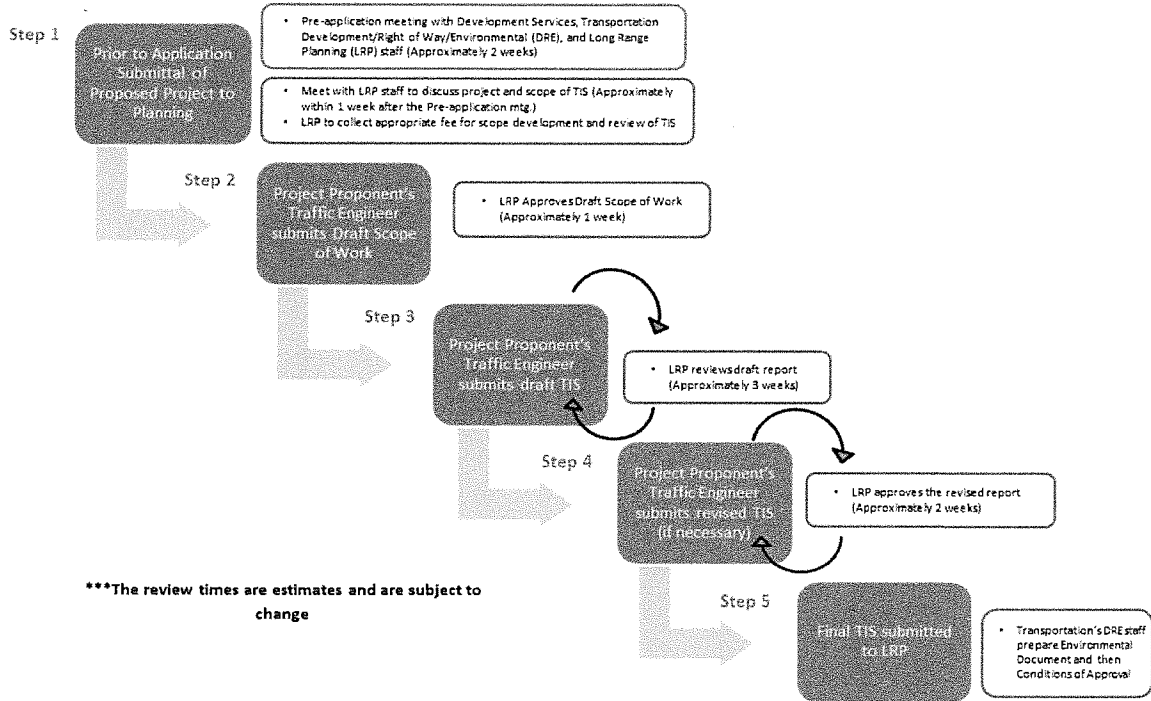
**DISCUSSION**

The TIS Guidelines states on page 1, "This set of protocols and procedures has been developed by El Dorado County's Community Development Agency (CDA) to assist applicants in the preparation of a transportation impact study (TIS), also known as a traffic impact study or traffic impact analysis, for proposed projects within unincorporated areas of El Dorado County. These guidelines are intended to ensure that the traffic impacts of proposed development projects are addressed in a manner that is consistent with the policies set forth in the Transportation and Circulation Element of the **2004 El Dorado County General Plan; A Plan for Managed Growth and Open Roads; A Plan for Quality Neighborhoods and Traffic Relief** (General Plan) and any applicable Specific Plan. The guidelines enable the County to conduct transportation and circulation impacts review of development proposals pursuant to the requirements of the California Environmental Quality Act (CEQA)."

**ATTACHMENT B**

Included in the TIS Guidelines on page 2 is Figure 1. Transportation Impact Study (TIS) Process

**Figure 1. Transportation Impact Study (TIS) Process**



This figure gives an overview of the process to complete a TIS to the satisfaction of County staff. Long Range Planning (LRP), now known as Transportation Planning, reviews the scope of work for the TIS. Additionally, assumptions to identify all relevant land uses and operational assumptions including traffic study modeling inputs and requirement must be approved by Transportation staff prior to the commencement of any analysis for a proposed project. Trip distribution of the proposed project trips are developed using, at a minimum, existing travel patterns, traffic assignment using the El Dorado County Travel Demand Model, and project access and internal circulation. As is stated in the TIS Guidelines, "The applicant team shall document all assumptions regarding the distribution of project related trips on the street network, indicating how the trips would be distributed and providing a rationale for the distribution assumptions. The trip distribution will be reviewed and approved by CDA's LRP staff."

Each TIS is reviewed and commented on by County staff and/or is peer reviewed by a consulting firm that does not perform work for developers. The TIS must address the concerns and comments made by the County and the peer review consultant and update the TIS accordingly. The County approves the TIS only after the County and the peer review consultant are satisfied that the comments have been adequately addressed. The TIS cannot be used in an environmental document without approval from County staff.

### Methodology

The basis of the transportation analysis is set by the General Plan. General Plan Policy TC- Xd states, “Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions except as specified in Table TC-2. The volume to capacity ratio of the roadway segments listed in Table TC-2 shall not exceed the ratio specified in that table. Level of Service will be as defined in the latest edition of the **Highway Capacity Manual (Transportation Research Board, National Research Council) and calculated using the methodologies contained in that manual.** Analysis periods shall be based on the professional judgment of the Department of Transportation, which shall consider periods including, but not limited to, Weekday Average Daily Traffic (ADT), AM Peak Hour, and PM Peak hour traffic volumes.” **(emphasis added).**

The latest *Highway Capacity Manual* (HCM) is the 6<sup>th</sup> Edition. The HCM defines LOS as “a quantitative stratification of a performance measure or measures representing quality of service. The measures used to determine LOS for transportation system elements are called service measures. The HCM defines six levels of service, ranging from A to F, for each service measure or combination of service measures. LOS A represents the best operating conditions from the traveler’s perspective and LOS F the worst.”

The methodologies for calculation of level of service for different roadway facilities are defined in the various chapters of the HCM. Subject chapters include Basic Freeway and Multilane Highway Segments, Freeway Weaving Segments, Freeway Merge and Diverge Segments, Two-Lane Highways, Signalized Intersections, Two-Way Stop-Controlled Intersections, and All-Way Stop-Controlled Intersections.

### LOS Thresholds

The County’s General Plan specifies the acceptable LOS thresholds for County roadways. General Plan Policy TC-Xd, which is cited above, states in part that the LOS for County maintained roads and state highways within the unincorporated areas of the County shall not be worse than LOS E in the Community Regions.

Additionally, General Plan Policy TC-Xe states, “For purposes of this Transportation and Circulation Element, “worsen” is defined as any of the following number of project trips using a road facility at the time of issuance of a use and occupancy permit for the development project:

- A. A 2 percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily, or
- B. The addition of 100 or more daily trips, or
- C. The addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour.

General Plan Policies TC-Xe and TC-Xd articulate the thresholds of significance that is used to determine if an impact occurs due to the project. Project impacts must be concurrently mitigated to comply with General Plan Policy TC-Xf, which states in part, "At the time of approval of a tentative map for a single family residential subdivision of five or more parcels that worsens (defined as a project that triggers Policy TC-Xe[A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in the Transportation and Circulation Element based on existing traffic plus traffic generated from the development plus forecasted traffic growth at 10-years from project submittal; or (2) ensure the commencement of construction of the necessary road improvements are included in the County's 10-year CIP."

#### Intersection LOS

Intersection turning movement counts are collected for the AM and PM Peak hours. These volumes are used to determine LOS. The most common software programs in use are the Highway Capacity Software, Synchro and SimTraffic, which were used for the Central El Dorado Hills Specific Plan Transportation Analysis.

Control delay is defined by the HCM as, "The component of delay that results when a traffic control device causes a traffic movement to reduce speed or to stop. It represents the increase in travel time relative to the uncontrolled condition." The following criteria summarizes the analysis needed for the LOS calculations for various types of controlled intersections.

LOS for Signalized Intersections and All-Way Stop-Controlled Intersections is solely determined by the control delay for the intersection as a whole or for an approach. Variables considered in the determination of capacity for a Signalized Intersection include green interval duration, yellow change interval, red clearance interval, cycle length, start-up lost time, phase lost time, adjusted saturation flow rates. Capacity of the All-Way Stop-Controlled intersections is determined as a function of saturation headway, departure headway and service time.

LOS for Two-Way Stop-Controlled Intersections is determined by the computed or measured control delay. LOS is determined for each minor-street movement (or shared movement), as well as the major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches.

#### Uncertainty

Traffic is ever variable. For example, it is rare for a motorist to consistently only travel a single route to work or home at the exact same time every day. Motorists vary their travel patterns depending on where they may be working on that particular day, errands that need to be completed, carpooling, the need to ferry non-drivers to their destinations or traffic conditions on a particular route.

The County has programs that monitor traffic volumes and the response to increases including a robust traffic count program, and annually updating the Traffic Impact Mitigation (TIM) Fee Program and the Capital Improvement Program (CIP). The TIM and CIP are strong tools to address forecasted deficiencies in the County road network. The annual update can address variations in cost and shifting needs. Additionally, the Five-Year Major Updates to the programs address the variability of the development projections.

Large developments that have been approved in the last twenty-five years have traditionally been conditioned to provide updated transportation impact analyses with each new proposed tentative map. The updated transportation analysis for each individual map will identify if a previously projected impact has been triggered and will need to be mitigated with the particular map. This condition allows the County to track the impacts and guarantee mitigation measures are in place prior to the finalization of the tentative map.