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TO: Board of Supervisors

FROM: Mel Pabalinas, Senior Planner 

DATE: June 27, 2016

RE: **Recommended Edits to Conditions of Approval Nos.2 and 3
Agenda Item No. 51 of June 28th Board of Supervisors Hearing
Shingle Springs Drive Improvements-Encroachment Permit
File No. SPR15-0003**

After further review of the Staff Report and Initial Study for the above referenced project, staff recommends modifications of the following Conditions of Approval to include additional texts (shown in underline) that were inadvertently excluded. Modification of these conditions does not affect the analysis or conclusion in the Initial Study/Mitigated Negative Declaration.

Condition of Approval 2

2025 Plus Project Conditions Mitigation Measures: Mitigation Measure Traffic-3: Proportional Share of Obligation for Impacts to the Shingle Springs Drive/Buckeye Road Intersection.

The significant impact at this intersection shall be mitigated with the installation of an all-way stop or widening of the southbound approach to provide separate left and right turn lanes as determined by El Dorado County. Unacceptable operations at this intersection are due to increased traffic from planned development. The intersection operates at unacceptable Level of Service (LOS) E under 2025 conditions without the project, which includes traffic growth from other foreseeable projects. Therefore the project is only responsible for its proportional share of the proposed mitigation under this scenario. Since the impact is identified under the 2025 scenario, the timing of the improvement is a function of the rate of population and employment growth. Appropriate mitigation, as determined by the El Dorado County Community Development Agency (CDA), includes one of the following:

- Payment of traffic impact mitigation (TIM) fees to satisfy the project's proportional share obligation, as approved by CDA, towards the improvement if the improvement is included in the 20-Year Capital Improvement Program (CIP), OR
- Construction of the improvement with reimbursement or fee credit for costs that exceed the project's proportional share if the improvement is needed but not included in future updates to the CIP or constructed by others, OR

peak hour LOS for the two impacted intersections. The focused TIS would include two scenarios: current traffic conditions and forecasted traffic conditions five years out from the current condition. For example, if the project is approved in 2016, the first focused TIS would be completed in 2021. It would include LOS calculations based on traffic counts taken in 2021 and forecasted volumes for 2026 conditions.

According to the focused TIS, if unacceptable LOS is reached, or forecasted to be reached within 5 years, the project applicant shall commence with the mitigation measure above. If the improvement is not needed by the end of 20 years, payment of TIM fees will be considered the project's proportionate share towards this impact.