PC 8-23-18
#7
91 Pages

Serena Carter <serena.carter@edcgov.us>

Fwd: Fw: EDH Blvd at Saratoga LOS F from 3 Projects

1 message

Char Tim <charlene.tim@edcgov.us> Tue, Aug 14, 2018 at 8:43 AM
To: Serena Carter <serena.carter@edcgov.us>

Char Tim
Clerk of the Planning Commission

County of El Dorado
Planning and Building Department
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5351 / FAX (530) 642-0508
charlene.tim@edcgov.us

---------- Forwarded message ----------
From: **Kim S - Camom** <CAmom2345@hotmail.com>
Date: Fri, Aug 10, 2018 at 12:46 PM
Subject: Fw: EDH Blvd at Saratoga LOS F from 3 Projects
To: Char Tim <charlene.tim@edcgov.us>

Kim S - Camom has shared a OneDrive file with you. To view it, click the link below.

Saratoga Signal Lights.zip

Please add this email and it's attachments and article links and articles to the public comment file for the upcoming EDC Planning Commission meeting on 8/23 regarding DR R18-0001.

Kim Shultz

From: Kim S - Camom
Sent: Friday, August 10, 2018 12:29 PM
To: gary.miller@edcgov.us; jeff.hansen@edcgov.us; brian.shinault@edcgov.us
Subject: Fw: EDH Blvd at Saratoga LOS F from 3 Projects

Apologies gentlemen for not including you on the following message.

From: Kim S - Camom
Sent: Friday, August 10, 2018 12:24 PM
To: Timothy White; jjrazzpub@sbcgloabl.net; hpkp@aol.com; John Davey; aerumsey@sbcglobal.net; charlet burcin
Cc: Rafael.martinez@edcgov.us; Brooke Washburn - neighbor; jvegna@edcgov.us;

james.williams@edcgov.us; Roger Trout; bosone@edcgov.us; John Hidahl; bostwo@edcgov.us; bosthree@edcgov.us; bosfour@edcgov.us; bosfive@edcgov.us
Subject: EDH Blvd at Saratoga LOS F from 3 Projects

Dear EDH APAC committee members et al.

(I apologize to everyone for coughing so loudly at the EDH APAC meeting the other evening, I left the room to clear my throat, I will bring lozenges next time, I promise.)

Regarding the upcoming approval of a new guideline for the parcel of land at Saratoga Road and EDH Blvd. (DR R18-0001) there is not adequate environmental impact review to approve of the changes the developer is asking to make. The existing DR08-0003 for that parcel clearly states "No Tourist Serving Facilities" shall be built. That decision was made based on a criteria of environmental impacts that the developer now wants everyone to ignore. CEQA guideliness and the EDC General plan and the EDC Zoning codes are there for a reason, to protect residents and the county from improper land usage without review.

Despite the claim by the attorney for the developer who states their project will have "little traffic impact" all of the relevant documents and projections present a LOS F at the EDH Saratoga intersection as well the Latrobe Post Street intersection. He needs to stop making this false claim, immediately.

Two of the projects address each other but their individual studies put that intersection at LOS F.

So now we have 3 projects - two of which are approved, and the opening up of Saratoga Road to Iron Point, to add to the congestion of traffic at that intersection - which will be LOS F x 3. (what is that? LOS L? LOS FFF?)

The stated goal of Chik Fil A is to process 100 cars PER HOUR through their drive-thru during daily peak hours, effectively adding 700 vehicles a day to the intersection. This figure does not include the walk-in business, Chik Fil A's own website states that their goal is to reach 250 transactions PER HOUR.

MORE IMPORTANTLY: NONE OF THESE STUDIES ADDRESSES PARK VILLAGE ROADWAYS AT ALL. Mammoth, Arrowhead, Kings Canyon, Finders and Shasta Circle need to be included in evaluation traffic impacts. In the long term the EDC DOT plans to make Mammoth a right turn only, effectively land-locking all Park Village residents to get out of the neighborhood via Arrowhead or Shasta Circle.

With nearly 3000 projected cars to hit that intersection EVERYDAY Village residents have no way to navigate out of the neighborhood without the help of a few stop signs along Saratoga.

The mitigation of a phased signal light or synchronized signal light needs more study. I have attached a couple of links to some studies that show these methods of mitigation only work IN CERTAIN SCENARIOS and they can actually make congestion worse. Please review these studies as they clearly show this solution can work but they also show it can't work.

The mitigation of an expanded road is not expected until 2035. In a lawsuit the 167 Cal.App.4th 1099, Court of Appeal, Fifth District of California, Gray v. County of Madera (2008) the court agreed that "the EIR failed to adequately analyze the Projects impacts on traffic because it improperly deferred mitigation measures relating to traffic. We agree." To address their mitigation measure for road improvements the appellants charged among other things that "there is nothing

in the mitigation measures that requires Caltrans or Madera County to actually impose impacts" furthermore the court found that "the County made no finding regarding the limitation or the feasibility of the County guaranteeing funding for roadway improvement." The court agreed. "... "the letters show intent to make improvements but no definite commitment on when the improvements will take place." "Furthermore, there is no evidence that the County has a mitigation plan in place involving the improvement or maintenance of the various local roadways because of the increased vehicle traffic. Thus, the mitigation measures relating to traffic impacts are inadequate." El Dorado County General Plan and measure E notwithstanding the Appeals court decision speaks for itself.

The left turn pocket from EDH Blvd. onto Saratoga, is just one area where dozens and dozens of vehicles will stack out of the pocket and onto the blvd. waiting for the signal light to complete it's phase. This poses yet another issue for EDC DOT and the ensuing congestion should the project be approved.

The point here: CEQA and the EDC General plan (including provisions for Measure E) require at the very least a FULL EIR before approval of such a project. Our neighborhood, Park Village, deserves to be adequately considered. It seems the only thing being considered is that the developer can do whatever he wants to. I can't have Goats in my back yard, why? There are laws and rules and codes against it.

The DR08-0003 states: "No tourist serving facilities" why is this being allowed to just be wiped out with the stroke of a pen?? That decision was predicated on environmental considerations that are now being changed. The guideline is in place for a reason. If you change the reason and the guidelines so DRAMATICALLY then you need to adequately address environmental concerns. ALL OF THEM. Noise, Parking, Sensitive Receptors, Vehicle Emissions and more.

Please do not let this project move forward as it stand now.

At the very least the Saratoga Estates project needs to be completed, Saratoga Road joining to Iron Point Road needs to be completed, the Town Center Apartments need to be built and THEN AND ONLY THEN EDC needs to study the Saratoga EDH intersection and decide if adding a fast food drive thru Chik Fil A and all the traffic it will bring will is appropriate.

IT IS NOT EL DORADO COUNTY'S FAULT, NOR PARK VILLAGE RESIDENTS FAULT, NOR THE RESIDENTS OF EL DORADO HILLS AT LARGE FAULT THAT THE DEVELOPER SIGNED A CONTRACT WITH CHIK FIL A BEFORE GETTING APPROVALS. PUSHING THIS THROUGH BECAUSE A MAN MADE A MISTAKE IS NOT OUR COLLECTIVE PROBLEM.

Kim Shultz

FOR MORE READING ON PHASED TRAFFIC SIGNALS READ BELOW"

The nature of the synchronized timing signals is to keep traffic flowing from intersection to intersection, say Pine Street in San Francisco - the traffic can get from one side of town to the next in a flowable fashion.

But when you have congested left turns at every intersection the cars needing to go left are at a stand-still.

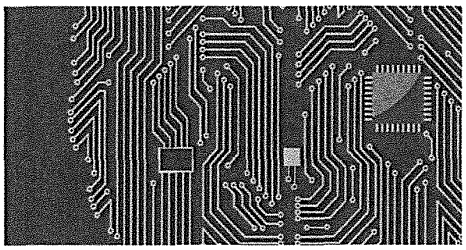
The traffic sitting in the left turn pocket from EDH Blvd. onto Saratoga will be at a stand-still and backing up the blvd making the synchronized signal moot.
Synchronized signals employ a Long Green and Long Red algorithm (LGLR) which again defeats the purpose of queing traffic at an intersection- in fact it makes it worse!!

In reading the below article:

"When the network is saturated, there is no extra time and space to optimize the traffic signals. Therefore, the regional signal control systems cannot optimize the signal control parameters at the intersections, and the control systems may operate as fixed-timed control systems. In this situation, the traffic system is more fragile and prone to traffic congestion... Besides, the signalized intersections are densely distributed, and the accommodation space for the vehicle queues is limited. As a result, if congestion occurs at one intersection, the congestion will cause a domino effect, which may cause the regional congestion in the HGRN. Meanwhile, once it happens, the mobility in the HGRN will be difficult to restore."

Furthermore:
"It is by now well established that traffic signal synchronization is an effective measure for reducing traffic congestion; hence a great effort has been made in the area of signal timing optimization techniques. Most of these control strategies are based on fixed-time signal control, including Webster's model [3], semigraphical model [4], Pontryagin's control model [5], and store and forward model [6]. However, fixed-time signal control strategies are only applicable to undersaturated traffic conditions, whereby vehicle queues are only generated during the red phases and are dissolved during the green phases. The main drawback of fixed-time strategies is that their settings are based on historical data rather than real-time data. This may be a crude simplification because demands may vary on different days due to special events."

https://www.hindawi.com/journals/cin/2015/532960/



Traffic Signal Synchronization in the Saturated High ...

www.hindawi.com

To receive news and publication updates for Computational Intelligence and Neuroscience, enter your email address in the box below.

https://www.trendmicro.com/vinfo/in/security/news/internet-of-things/connected-car-can-trick-smart-traffic-lights-causing-intersection-clogging

Study: Single Connected Car Can Trick Smart Traffic Lights ...

www.trendmicro.com

Researchers found US-based traffic systems vulnerable to data spoofing attacks, where smart intersections are tricked into indirectly causing traffic slowdowns.

In May 2013, the EDCTC completed the *El Dorado Hills Community Transit Needs Assessment and U.S. 50 Corridor Operations Plan* (Plan), which explores how the recent growth and projected development impact the need for transit services, and identifies the most appropriate type and level of service needed given the demand. The Plan represents a recommendation from the Western El Dorado County 2008 Short-Range Transit Plan to study and consider improved transit service in the El Dorado Hills area.

In April 2015, the EDCTC adopted the Coordinated Public Transit – Human Services Transportation Plan, which is intended to improve mobility of individuals who are disabled, elderly, or of low-income status. The plan focuses on identifying needs specific to those population groups and identifying strategies to meet their needs.

County of El Dorado General Plan

The following presents relevant guiding and implementing policies from the current County of El Dorado General Plan (2004) contained within the Transportation and Circulation Element (additional policies are listed under the following subsection **El Dorado County Initiative Measure E**).

GOAL TC-X: To coordinate planning and implementation of roadway improvements with new development to maintain adequate levels of service on County roads.

Policy TC-Xd 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.

Policy TC-Xe For the 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.

GOAL TC-2: To promote a safe and efficient transit system that provides service to all residents, including senior citizens, youths, the disabled, and those without access to automobiles that also helps to reduce congestion, and improves the environment.

GOAL TC-3: To reduce travel demand on the County's road system and maximize the operating efficiency of transportation facilities, thereby reducing the quantity of motor vehicle emissions and the amount of investment required in new or expanded facilities.

Policy TC-3c The County shall encourage new development within Community Regions and Rural Centers to provide appropriate on-site facilities that encourage employees to use alternative transportation modes. The type of facilities may include bicycle parking, shower and locker facilities, and convenient access to transit, depending on the development size and location.

GOAL TC-4: To provide a safe, continuous, and easily accessible non-motorized transportation system that facilitates the use of the viable alternative transportation modes.

GOAL TC-5: To provide safe, continuous, and accessible sidewalks and pedestrian facilities as a viable alternative transportation mode.

Policy TC-5b In commercial and research and development subdivisions, curbs and sidewalks shall be required on all roads. Sidewalks in industrial subdivisions may be required as appropriate.

The El Dorado County Community Development Agency's[1] (CDA) *Transportation Impact Study Guidelines* (El Dorado County 2014) set forth the protocols and procedures for conducting transportation analysis in the County, including the identification of the study area (TIS Guidelines). All of the study intersections for the proposed project are within the County's jurisdiction. This traffic analysis is consistent with the TIS Guidelines.

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1 As of May 18, 2017 the El Dorado County Community Development Agency (CDA) has been re-organized into separate departments within Community Development Service. These departments are Environmental Management Department, Planning and Building Department, and the Transportation Department.

El Dorado County Initiative Measure E

General Plan Policy TC-X was revised through the approval of Measure E by County voters in June 2016. The key updated policies state:

Policy TC-Xa1 Traffic from residential development projects of five or more units or parcels of land shall not result in, or worsen, Level of Service F (gridlock, stop-and-go) traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county.

Policy TC-Xa3 All necessary road capacity improvements shall be fully completed to prevent cumulative traffic impacts from new development from reaching Level of Service F during peak hours upon any highways, arterial roads and their intersections during weekday, peak-hour periods in unincorporated areas of the county before any form of discretionary approval can be given to a project.

Policy TC-Xa7 Before approval of any kind to a residential development project of five or more units or parcels of land, the County shall make a finding that the project complies with the policies above. If this finding cannot be made, then the County shall not approve the project in order to protect the public's health and safety as provided by state law to assure that safe and adequate roads and highways are in place as such development occurs.

Policy TC-Xf 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 condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element based on existing traffic plus traffic generated from the development plus forecasted traffic growth at 10-years from project submittal.

For all other discretionary projects that worsen (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element.

Table 2.2-2 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
landscaping. The change in character of the project site, once developed, would be visually compatible with surrounding existing residential neighborhoods to the north, east, and west. Therefore, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.			
Impact 4.6-3: Light and glare impacts. The proposed residential development would include indoor lighting and outdoor lighting for safety purposes. The proposed roadways, parks, and pathways would also include outdoor safety lighting. These new sources of light would be visible from a distance at night. The new light sources would be consistent with the surrounding suburban development. Compliance with general plan Policy 2.8.1.1 and Section 130.14.170 of the Zoning Ordinance before building permit issuance would ensure that light and glare created by the proposed development would be the minimum required, and comparable to that of surrounding residential neighborhoods.	LTS	No mitigation is required.	LTS
4.7 Transportation and Circulation			
Impact 4.7-1: Existing plus project intersection LOS impacts. Under the existing plus project conditions, operation of the study intersections range from LOS C to LOS F during the a.m. and p.m. peak hours. The freeway facilities are shown to operate from LOS A to LOS E during peak hours. Segments would operate at LOS D and E. Intersection operations associated with El Dorado Hills Boulevard at Saratoga Way/Park Drive and Latrobe Road at Town Center Boulevard would operate at LOS F, and the project would result in more than 10 additional vehicle trips per peak hour.	S	**Mitigation Measure4.7-1a: Pay TIM Fees.** The applicant shall pay fair share fees to El Dorado County to address the project's contribution to traffic at the El Dorado Hills Boulevard at Saratoga Way/Park Drive Intersection. Fee amount shall be determined by the County. All fees shall be paid at the time of issuance of building permits. **Mitigation Measure 4.7-1b: Complete a Signal Timing Plan.** The project applicant shall prepare and implement a signal timing plan for the intersections along El Dorado Hills Boulevard/Latrobe Road corridor from Saratoga Way/Park Drive through Town Center Boulevard to provide acceptable LOS in the a.m. and p.m. peak hours. The plan for signal optimization shall be prepared by a California-licensed civil engineer or traffic engineer obtained by the project applicant, and shall be submitted to the County Transportation Division and Caltrans, as appropriate. Prior to issuance of occupancy certificates, the applicant shall ensure the signal timing improvements are completed in coordination with the County Transportation Division and Caltrans.	LTS

LTS = Less than significant, PS = Potentially significant, S = Significant, SU = Significant and unavoidable

Table 2.2-2 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact 4.7-2: Near Term (2024) plus proposed project conditions intersection LOS impacts. Under Near Term (2024) conditions, operation of the study intersections would range between LOS B and LOS F during the a.m. and p.m. peak hours. The study freeway facilities would range from LOS A to LOS E during peak hours. The study roadway segments would operate acceptably at LOS E or better. The El Dorado Hills Boulevard at Saratoga Way/Park Drive and Latrobe Road at Town Center Boulevard intersections would operate unacceptably at LOS F.	S	**Mitigation Measure 4.7-2: Road and intersection improvements.** Prior to issuance of occupancy permits, the applicant shall coordinate with the County to improve the El Dorado Hills at Saratoga Way/Park Drive intersection by adding a southbound right-turn lane and re-allocating the traffic signal green time, and improve the Latrobe at Town Center Drive intersection by restriping of the westbound Town Center Boulevard approach to include one shared through/left-turn lane and two right-turn lanes, adding a right-turn overlap signal phase for the westbound right-turn, and adding a component of Phase 2B improvements at the adjacent Highway 50 interchange with El Dorado Hills Boulevard/Latrobe Road. As determined by the County's Community Development Agency (CDA), the project applicant shall pay TIM fees to satisfy the project's fair share obligation towards these improvements, if they are included in the 10-Year CIP. Alternatively, as determined by the CDA, the project applicant may construct the improvements if they are needed, but not included in future updates to the 10-Year CIP, and may be eligible for either reimbursement or fee credit for costs that exceed the project's proportional share.	LTS
Impact 4.7-3: Cumulative (2035) plus proposed project conditions intersection LOS impacts. Under the cumulative (2035) conditions, the study intersections would operate between LOS B and LOS F during the a.m. and p.m. peak-hours. Segments would operate at A and B LOSs. The freeway facilities would operate from LOS B to LOS D during peak-hours. The result indicates inadequate LOS at the intersections of El Dorado Hill Boulevard and Saratoga Way/Park Drive, and Latrobe Road and Town Center Boulevard. These intersections would continue to experience LOS F conditions and contribute more than 10 peak-hour trips.	S	**Mitigation Measure 4.7-1a: Pay TIM Fees.** Implement Mitigation Measure 4.7-1a, as described above. **Mitigation Measure 4.7-1b: Complete a Signal Timing Plan.** Implement Mitigation Measure 4.7-1b, as described above. **Mitigation Measure 4.7-2: Road and intersection improvements.** Implement Mitigation Measure 4.7-2 as described above.	LTS
Impact 4.7-4: Construction-related traffic impacts. Construction of the project would result in temporary construction traffic and temporary disruption to traffic circulation along roadways near the project site. The amount of construction activity would vary depending on the particular type, number, and duration of usage for the varying equipment, and the phase of construction.	PS	**Mitigation Measure 4.7-4: Prepare and implement a construction traffic management plan.** The applicant (or designated construction manager) shall prepare a construction Traffic Management Plan (TMP) in consultation with the El Dorado County Transportation Division, as well as all other applicable transportation entities, including Caltrans for state roadway facilities and City of Folsom for city roadway facilities. The TMP will ensure that construction traffic does not result in exceedance of peak-hour LOS at existing affected transportation facilities beyond baseline conditions. The County will ensure implementation of the construction TMP during all applicable construction phases. The TMP would address the following, as needed:	LTS

LTS = Less than significant, PS = Potentially significant, S = Significant, SU = Significant and unavoidable

4.7 TRANSPORTATION AND CIRCULATION

This section describes existing traffic and circulation in the project area. Regulations and policies affecting transportation and circulation are discussed, and impacts are identified that may result from project implementation. Mitigation measures are recommended to reduce potential impacts, where appropriate. This section was prepared based on a Traffic Impact Analysis for the proposed project prepared by Kimley-Horn and Associates (Appendix B).

In response to the Notice of Preparation, comment letters were submitted that expressed concerns related to increased traffic in the surrounding neighborhoods and along Highway 50; potential conflicts with pedestrians and motorists along Saratoga Way, Wilson Boulevard, and Finders Way; general traffic safety; conflicting trip counts associated with pervious traffic studies; and construction-related traffic.

4.7.1 Environmental Setting

This section describes the existing transportation system in the vicinity of the proposed project. Existing roadway operations are described followed by an explanation of the methods used for the traffic analysis. The project study area, project site, and study intersections are illustrated in Exhibit 4.7-1. Existing roadway operation is expressed in a qualitative measure called level of service (LOS). LOS ranges from A (best), which represents minimal delay for motorists, to F (worst), which represents heavy delay for motorists and a facility that is operating at or near its functional capacity.

PROJECT AREA ROADWAYS

The following are descriptions of the primary roadways in the vicinity of the project.

Highway 50 is an east-west freeway located south of the project site. Generally, Highway 50 serves all of El Dorado County's major population centers and provides connections to Sacramento County to the west and the State of Nevada to the east. Primary access to the project site from Highway 50 is provided at the El Dorado Hills Boulevard/Latrobe Road interchange. Within the general project area, Highway 50 currently serves approximately 90,000 vehicles per day (vpd) west of El Dorado Hills Boulevard/Latrobe Road.

El Dorado Hills Boulevard is a north-south arterial roadway that provides a primary connection to Highway 50 for western El Dorado County. South of Highway 50, El Dorado Hills Boulevard becomes Latrobe Road. North of the Highway 50 interchange area, this roadway carries approximately 30,000 vpd with three through lanes in each direction. South of the interchange this roadway carries approximately 29,700 vpd, also with three travel lanes in each direction.

Saratoga Way is currently a two-lane roadway which parallels the north side of Highway 50 and terminates approximately 2,500-feet east of the El Dorado County/Sacramento County line. This roadway has long been planned as a four-lane divided facility (to be initially constructed as a two-lane roadway) providing vital connectivity between El Dorado Hills and Folsom, north of Highway 50. The proposed project includes the completion of this roadway whereby Saratoga Way would be extended west to the County line at which point it would connect with existing Iron Point Road in the City of Folsom. The extension of Saratoga Way to Iron Point Road is anticipated to alleviate traffic congestion along Highway 50 in western El Dorado County by providing a viable alternate route to the freeway for relatively short trips between these two communities.

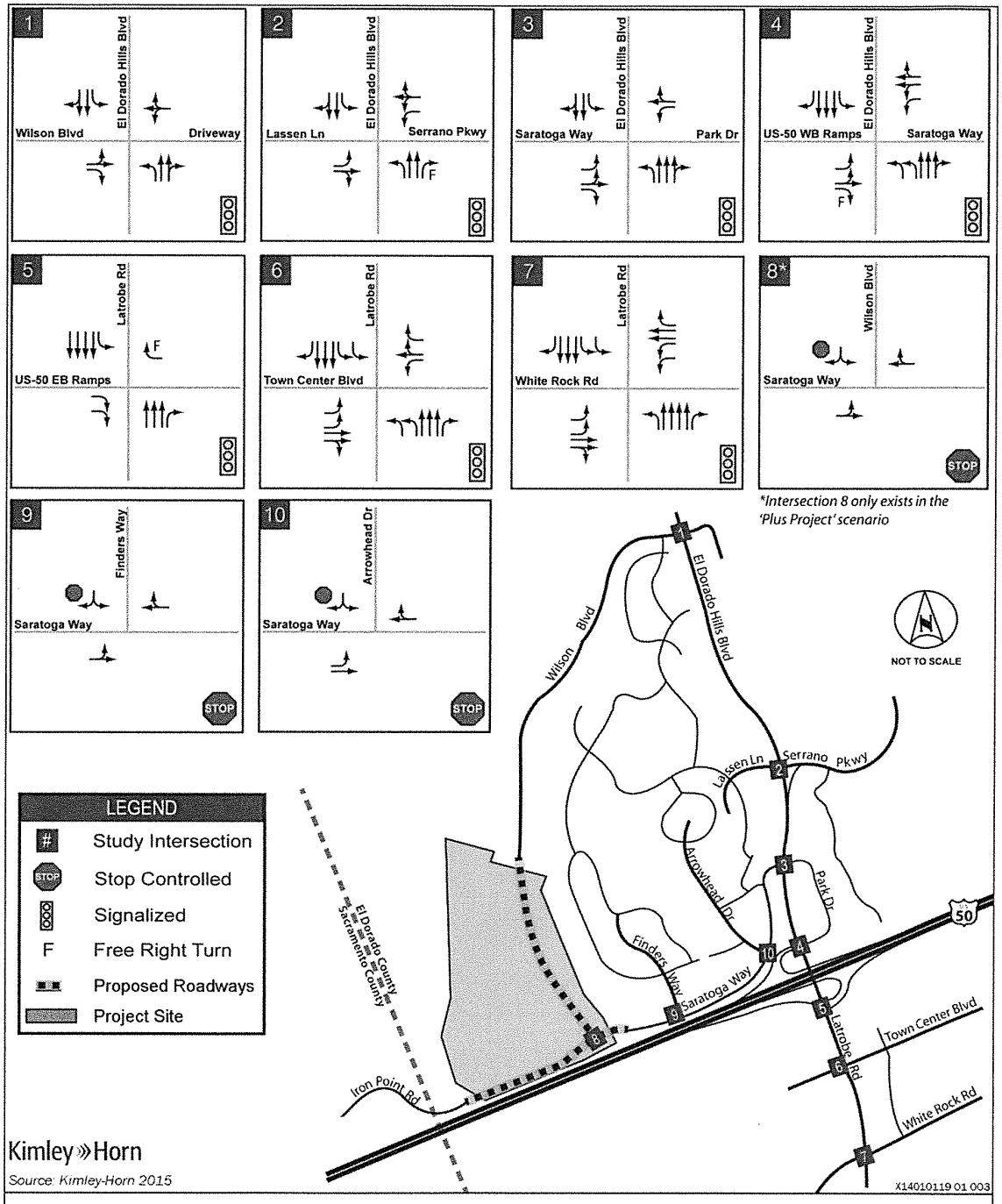


Exhibit 4.7-1 **Traffic Study Area and Existing Lane Configurations**

ASCENT ENVIRONMENTAL

Similar to Saratoga Way, the proposed project would extend Wilson Boulevard from its existing terminus to provide connectivity to the aforementioned extension of Saratoga Way. This improved connectivity is anticipated to further alleviate traffic congestion in the area by providing an alternate route to El Dorado Hills Boulevard for traffic originating from or destined to points to the north. Wilson Boulevard currently carries approximately 5,000 vpd near El Dorado Hills Boulevard.

White Rock Road is an east-west arterial roadway that parallels Highway 50 to the south, connecting Rancho Cordova on the west with Latrobe Road in El Dorado County on the east. White Rock Road, which becomes Silva Valley Parkway north of Highway 50, accommodates approximately 10,500 vpd in the vicinity of Latrobe Road.

Potentially Affected Roads and Intersections

The transportation facilities selected for the analysis were based on coordination with the El Dorado County Community Development Agency and the City of Folsom Public Works Department. The following transportation facilities are analyzed in this evaluation:

Intersections:

1. El Dorado Hills Boulevard at Wilson Boulevard
2. El Dorado Hills Boulevard at Serrano Parkway/Lassen Lane
3. El Dorado Hills Boulevard at Saratoga Way/Park Drive
4. El Dorado Hills Boulevard at Highway 50 Westbound Ramps
5. Latrobe Road at Highway 50 Eastbound Ramps
6. Latrobe Road at Town Center Boulevard
7. Latrobe Road at White Rock Road
8. Saratoga Way at Wilson Boulevard *(Future)*
9. Saratoga Way at Finders Way
10. Saratoga Way at Arrowhead Drive

Roadway Segments:

1. Saratoga Way, west of Wilson Boulevard
2. Saratoga Way, east of Wilson Boulevard

Freeway:

1. Highway 50 Mainline
   a. Eastbound, west of El Dorado Hills Boulevard/Latrobe Road
   b. Westbound, west of El Dorado Hills Boulevard/Latrobe Road
   c. Eastbound, between Latrobe Road off-ramp and Latrobe Road on-ramp
   d. Westbound, between El Dorado Hills Boulevard off-ramp and El Dorado Hills Boulevard on-ramp
   e. Eastbound, east of El Dorado Hills Boulevard/Latrobe Road
   f. Westbound, east of El Dorado Hills Boulevard/Latrobe Road
2. Highway 50 Ramps
   a. Eastbound, diverge to Latrobe Road
   b. Eastbound, diverge to El Dorado Hills Boulevard
   c. Eastbound, merge from Latrobe Road
   d. Westbound, diverge to El Dorado Hills Boulevard/Latrobe Road
   e. Westbound, merge from El Dorado Hills Boulevard/Latrobe Road

EXISTING CONDITIONS

Intersection and Freeway Operation

Operating conditions during the weekday a.m. and p.m. peak periods were evaluated to capture the highest potential impacts for the proposed project, as well as the highest volumes on the local transportation

network. These counts were conducted between the hours of 6:30 a.m. and 9:30 a.m., and 3:30 p.m. and 6:30 p.m.

Eight weekday a.m. and p.m. peak period intersection turning movement traffic counts were conducted in November 2014 for study intersections 1 through 6, and 9 and 10. Counts for study intersection 7 were completed in September 2014, and data for intersection 8 could not be collected as it does not currently exist. Freeway mainline volumes were obtained from the California Department of Transportation's (Caltrans') Performance Measurement System using data from September 2014.

Intersection locations and existing (2014) peak-hour turn movement volumes are presented in Exhibit 4.7-2, and the traffic count data sheets are provided in Appendix B. Tables 4.7-1 and 4.7-2 present the peak-hour intersection and freeway operating conditions for this analysis scenario, and Table 4.7-3 presents roadway segment operating conditions. As indicated in these tables, the study intersections operate from LOS A to LOS E during the a.m. and p.m. peak hours. The freeway facilities are also shown to operate from LOS A to LOS E during the peak-hours. The study roadway segments operate at LOS A during peak a.m. and p.m. hours.

Table 4.7-1 Existing (2014) Intersection Levels of Service

ID	Intersection	Control	Peak Hour	Existing (2014)	
				Delay (seconds)	LOS
1	El Dorado Hills Boulevard at Wilson Boulevard	Signal	AM	20.8	C
			PM	22.5	C
2	El Dorado Hills Boulevard at Serrano Parkway/Lassen Lane	Signal	AM	44.2	D
			PM	21.5	C
3	El Dorado Hills Boulevard at Saratoga Way/Park Drive	Signal	AM	22.4	C
			PM	22.0	C
4	El Dorado Hills Boulevard at Highway 50 westbound ramps	Signal	AM	29.2	C
			PM	35.0	D
5	Latrobe Road at Highway 50 eastbound ramps	Signal	AM	31.0	C
			PM	11.7	B
6	Latrobe Road at Town Center Boulevard	Signal	AM	27.7	C
			PM	73.8	E
7	Latrobe Road at White Rock Road	Signal	AM	36.2	D
			PM	43.7	D
8	Saratoga Way at Wilson Boulevard (Project Only)	SSSC[1]	AM	-	-
			PM	-	-
9	Saratoga Way at Finders Way	SSSC[1]	AM	7.7 (8.8 southbound)	A
			PM	4.3 (8.9 southbound)	A
10	Saratoga Way at Arrowhead Drive	SSSC[1]	AM	1.8 (9.1 southbound)	A
			PM	1.7 (9.2 southbound)	A

1: Side Street Stop Controlled (SSSC) intersections are reported with the overall intersection delay followed by the delay of the worst approach. The reported LOS corresponds to the worst approach.

Source: Kimley-Horn 2015

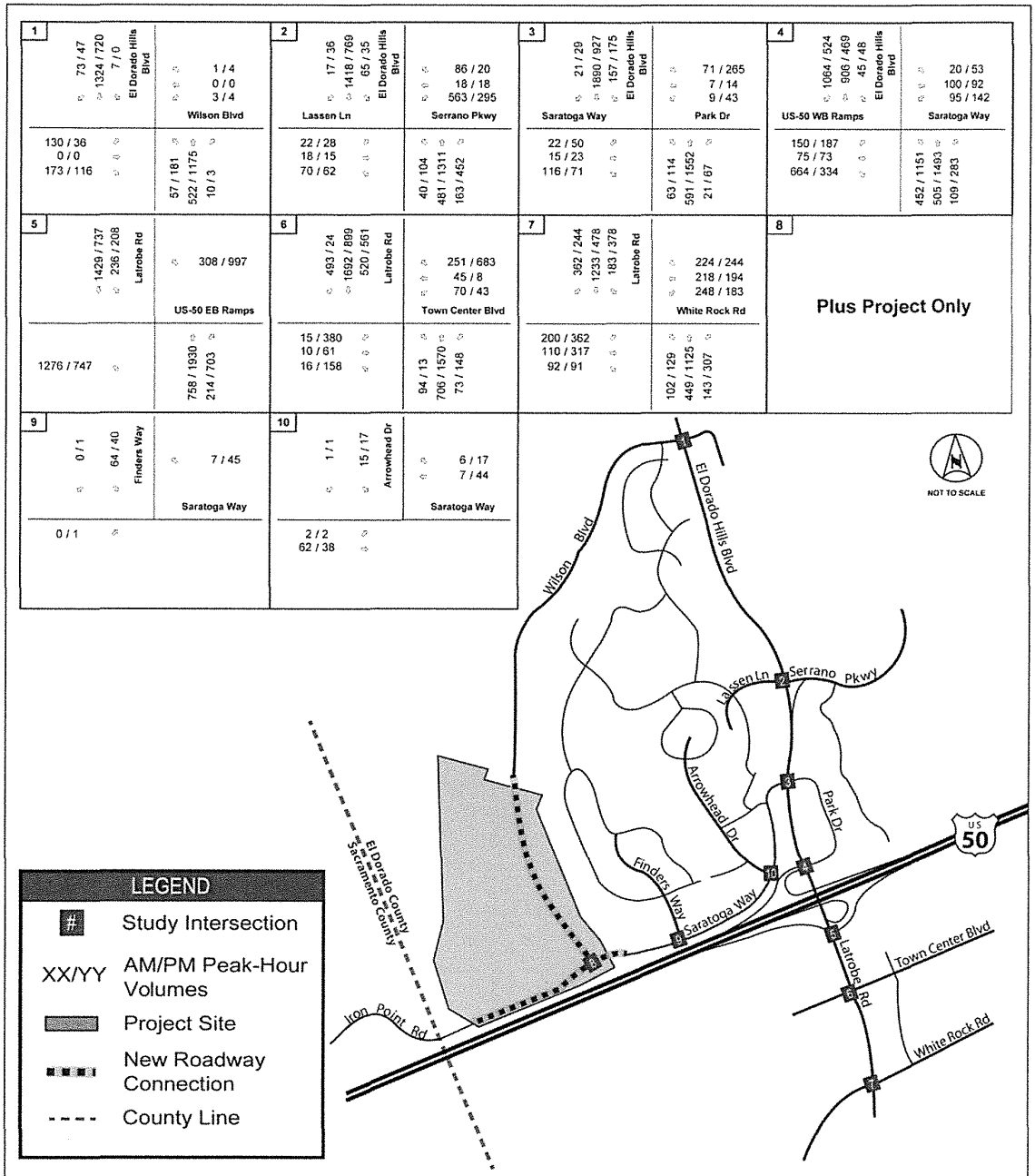


Exhibit 4.7-2 **Intersection Locations and Existing (2014) Peak Hour Traffic Volumes**

Table 4.7-2 Existing (2014) Freeway Facilities Levels of Service

	Highway 50			Existing (2014)	
Direction	Segment	Type	Peak Hour	Density[1]	LOS
Eastbound	West of Latrobe Road southbound off ramp	Basic	AM	12.7	B
			PM	21.2	C
	Latrobe Road southbound off ramp	Diverge	AM	22.8	C
			PM	32.3	D
	El Dorado Hills Boulevard northbound off ramp	Diverge	AM	126	B
			PM	26.5	C
	El Dorado Hills Boulevard northbound off ramp to Latrobe Road on ramp	Basic	AM	5.2	A
			PM	11.7	B
	Latrobe Road on ramp	Merge	AM	13.4	B
			PM	24.2	C
	East of Latrobe Road on ramp	Basic	AM	7.3	A
			PM	16.3	B
Westbound	East of El Dorado Hills Boulevard off ramp	Basic	AM	28.8	D
			PM	14.5	B
	El Dorado Hills Boulevard off ramp	Diverge	AM	35.2	E
			PM	21.2	C
	El Dorado Hills Boulevard off ramp to El Dorado Hills Boulevard on ramp	Basic	AM	19.2	C
			PM	10.1	A
	El Dorado Hills Boulevard on ramp	Merge	AM	35.7	E
			PM	26.8	C
	West of El Dorado Hills Boulevard on ramp	Basic	AM	41.2	E
			PM	25.3	C

Notes: **Bold** represents unacceptable operations

1: Density measured in passenger cars/mile/lane

Source: Kimley-Horn 2015

Table 4.7-3 Existing (2014) Roadway Segment Levels of Service

Location	Peak-Hour	Analysis Direction	LOS	PFFS	v/c
Saratoga Way, East of Project	AM	WB	A	92.1	0.01
		EB	A	92.5	0.06
	PM	WB	A	91.9	0.05
		EB	A	91.9	0.04

Notes: PFFS=percent free-flow speed; LOS=level of service; v/c=volume to capacity

Source: Kimley-Horn 2015

Non-Auto Transportation Facilities

Existing Pedestrian Facilities

Pedestrian facilities in the project vicinity include sidewalks, as well as mixed-use paths shared with bicycles (see below for descriptions and locations of bicycle facilities). Sidewalks are provided on:

- El Dorado Hills Boulevard,
- Wilson Boulevard,
- Iron Point Road, and
- Finders Way.

Existing Bicycle Facilities

The *Highway Design Manual* (Caltrans 2006) classifies bikeways into three categories:

- Class I Multi-Use Path: a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- Class II Bike Lane: a striped and signed lane for one-way bike travel on a street or highway.
- Class III Bike Route: signing only for shared use with motor vehicles within the same travel lane on a street or highway.

Bicycle Facilities within El Dorado Hills include:

- Class II bike lanes on Sophia Parkway.
- Class II bike lanes on White Rock Road from Joerger Cut-Off Road to Latrobe Road.
- Class II bike lanes on White Rock Road from Latrobe Road to Carson Crossing Road.
- Class II bike lanes on Latrobe Road from Golden Foothill Parkway to Town Center Drive.
- Class II bike lanes on Green Valley Road, 400 feet west of El Dorado Hills Boulevard to the county line.
- Class I bike path along El Dorado Hills Boulevard from near Serrano Parkway to St Andrews Drive.
- Class I bike path along Bass Lake Road from Silver Dove Way to Serrano Parkway.
- Three bike route signs, one at Harvard Way and two at Governor's Drive intersection.

Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area.

Existing Transit Services and Facilities

Transit Services

El Dorado Transit offers the following services:

- Sacramento Commuter: Weekday Commuter Service from Park & Ride locations throughout El Dorado County to worksites in downtown Sacramento.
- Iron Point Connector: Monday through Friday service between Placerville and the Iron Point Light Rail Station in Folsom. Also serves the Folsom Lake College main campus and Kaiser Folsom.
- Dial-A-Ride: Routes serving the western slope of El Dorado County Monday through Friday with limited Saturday service. Passengers can connect from one route to another in Placerville for travel within the county.

The project site is served by the Iron Point Connector with park-and-ride facilities and connections to local transit services. The closest park and ride lot is located less than 1 mile from the project site, south of Highway 50 at the northeast corner of the Latrobe Road/White Rock Road intersection.

FUTURE CONDITIONS

Near Term (2024) Conditions

Traffic volumes for the Near Term (2024) conditions were developed using the County's travel demand model (TDM) year 2035 and year 2010 land use conditions. Traffic volume estimates assume turn movements using 2010 and 2035 land use scenarios that both include a Saratoga Way extension (so that growth could be reasonably assessed on common links in the proximity of the project). A straight line analysis was conducted to establish year 2024 turn movement estimates. The difference between the resulting 2024 traffic estimate and the 2010 model results (the growth) was then added to Existing (2014) traffic volumes to establish base Near-Term (2024) traffic estimates for this study.

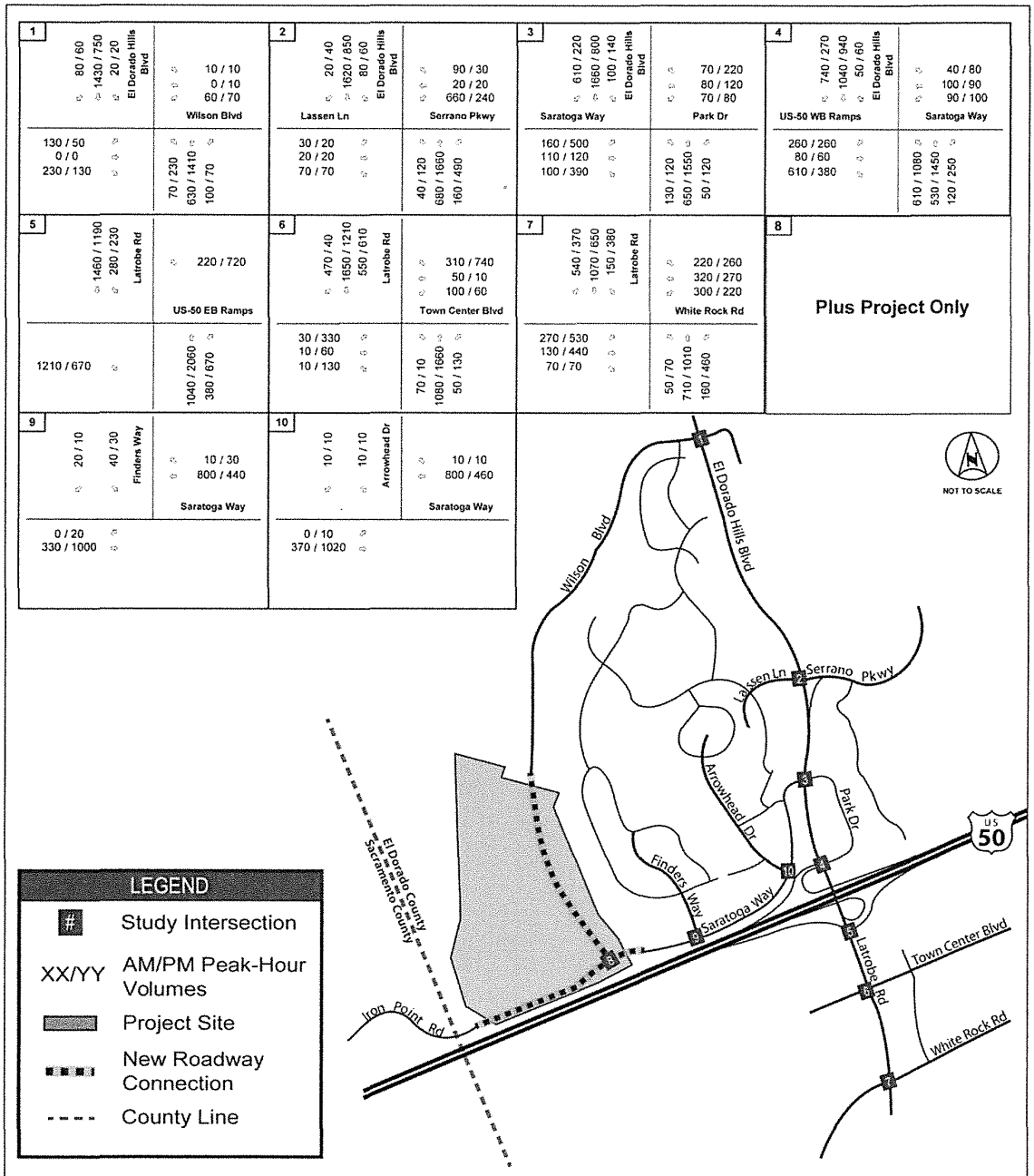
The Near Term scenario includes operation of the proposed extension of Saratoga Way as a two-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange, which are both planned in the County's Capital Improvement Program (CIP). Adjustment factors were developed based on draft Central El Dorado Hills Specific Plan intersection turning movement and freeway estimates. These factors were then applied to future traffic estimates for this project in an effort to maintain consistency between model post-processing completed for this project and other on-going project analyses in the county.

Near-Term (2024) peak-hour turn movement volumes are presented in Exhibit 4.7-3. Tables 4.7-4 and 4.7-5 present the peak-hour intersection and freeway operating conditions for this analysis scenario. As shown, LOS would range from LOS B to LOS F for intersections and LOS B to LOS E for freeway operating conditions.

Table 4.7-4 Near Term (2024) Intersection LOS

ID	Intersection	Control	Peak Hour	Near Term (2024)[1]	
				Delay (sec)	LOS
1	El Dorado Hills Boulevard at Wilson Boulevard	Signal	AM	24.3	C
			PM	61.6	E
2	El Dorado Hills Boulevard at Serrano Parkway/Lassen Lane	Signal	AM	57.7	E
			PM	50.4	D
3	El Dorado Hills Boulevard at Saratoga Way/Park Drive	Signal	AM	**167.6**	**F**
			PM	**149.2**	**F**
4	El Dorado Hills Boulevard at Highway 50 westbound ramps	Signal	AM	47.3	D
			PM	34.9	C
5	Latrobe Road at Highway 50 eastbound ramps	Signal	AM	19.2	B
			PM	11.7	B
6	Latrobe Road at Town Center Boulevard	Signal	AM	29.7	C
			PM	**84.1**	**F**
7	Latrobe Road at White Rock Road	Signal	AM	34.9	C
			PM	69.9	E
8	Saratoga Way at Wilson Boulevard (Project Only)	SSSC[2]	AM	-	-
			PM	-	-
9	Saratoga Way at Finders Way	SSSC[2]	AM	1.3 26.9 southbound)	D
			PM	1.3 (44.3 southbound)	E
10	Saratoga Way at Arrowhead Drive	SSSC[2]	AM	0.4 (21.4 southbound)	D
			PM	0.4 (27.2 southbound)	D

Notes: **Bold** represents unacceptable operations.
1: Assumes operation of the proposed extension of Saratoga Way as a two-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange.
2: Side Street Stop Controlled (SSSC) intersections are reported with the overall intersection delay followed by the delay of the worst approach. The reported LOS corresponds to the worst approach.
Source: Kimley-Horn 2015



Kimley»Horn

Source: Kimley-Horn 2015

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Exhibit 4.7-3 **Near Term (2024) Conditions Peak Hour Traffic Volumes**

Table 4.7-5 Near Term (2024) Freeway Facilities LOS

	Highway 50			Near Term (2024)[1]	
Direction	Segment	Type	Peak Hour	Density[2]	LOS
Eastbound	West of Latrobe Road southbound off ramp	Basic	AM	15.3	B
			PM	23.8	C
	Latrobe Road southbound off ramp	Diverge	AM	24.9	C
			PM	32.4	D
	El Dorado Hills Boulevard northbound off ramp	Diverge	AM	16.2	B
			PM	28.3	D
	El Dorado Hills Boulevard northbound off ramp to Latrobe Road on ramp	Basic	AM	8.5	A
			PM	15.5	B
	Latrobe Road on ramp	Merge	AM	18.5	B
			PM	27.8	C
	East of Latrobe Road on ramp	Weave[3]	AM	-	A
			PM	-	C
Westbound	East of El Dorado Hills Boulevard off ramp	Weave[3]	AM	-	B
			PM	-	A
	El Dorado Hills Boulevard off ramp	Diverge	AM	28.0	C
			PM	22.2	C
	El Dorado Hills Boulevard off ramp to El Dorado Hills Boulevard on ramp	Basic	AM	22.2	C
			PM	15.7	B
	El Dorado Hills Boulevard on ramp	Merge	AM	36.8	E
			PM	30.4	D
	West of El Dorado Hills Boulevard on ramp	Basic	AM	44.0	E
			PM	30.3	D

Notes: Bold represents unacceptable operations
1: Assumes the extension of Saratoga Way as a two-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange.
2: Density measured in passenger cars/mile/lane
3: Weave segments are analyzed using the Leisch Method, which is not based on density.

Source: Kimley-Horn 2015

Near-term conditions on Saratoga Way were modeled assuming Saratoga Way could be constructed as a two-lane roadway separate from the proposed project. As indicated in Table 4.7-6, under these hypothetical conditions, Saratoga Way would operate at LOS D and E, depending on direction and peak hour.

Table 4.7-6 Near Term (2024) Roadway Segment Levels of Service

Roadway Segment			Near Term (2024)[1]		
Location	Peak-Hour	Analysis Direction	LOS	PFFS	v/c
Saratoga Way, West of Project	AM	WB	D	71.1	0.54
		EB	D	73.3	0.25
	PM	WB	D	68.8	0.31
		EB	E	66.5	0.67
Saratoga Way, East of Project	AM	WB	D	70.9	0.53
		EB	D	73.7	0.27
	PM	WB	D	68.1	0.33
		EB	E	65.9	0.68

Notes: PFFS=percent free-flow speed; LOS=level of service; v/c=volume to capacity
1: Assumes operation of the proposed extension of Saratoga Way as a two-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange.

Source: Kimley-Horn 2015

Cumulative (2035) Conditions

As previously stated, the County's 2035 model was modified to include known development projects to create comprehensive year 2035 land use conditions. The following projects were included in the 2035 TDM:

- Bass Lake Hills Specific Plan
- Carson Creek Specific Plan
- Dixon Ranch
- Promontory
- Ridgeview
- San Stino Residential
- Serrano
- Valley View Specific Plan
- Central El Dorado Hills Specific Plan
- Village of Marble Valley Specific Plan
- Lime Rock Specific Plan
- Spanos Apartments

Traffic volumes for this scenario were developed using a process similar to the previous analysis scenarios; the model-generated volume differences between year 2035 and year 2010 were added to existing (2014) volumes to establish conservative cumulative (2035) conditions for this study. These volumes were further refined based on the results of other relevant model results prepared during the course of this study and those provided by the County to reflect differences between 2035 and 2010 conditions. In order to maintain consistency between post-processing model assumptions reflecting the circulation impacts of specific land use and transportation improvements made for this project's analysis and other ongoing project analyses in the County, factors based on draft turn movement and freeway estimates provided by the County the Central El Dorado Specific Plan project were developed and applied to future traffic estimates for this project.

The following capital improvement projects in the immediate vicinity of the project site are anticipated to be completed before year 2035 and are included in this scenario:

- Saratoga Way (4-Lane) Extension,
- El Dorado Hills Boulevard at Saratoga Way Intersection Improvements,
- Highway 50/Silva Valley Parkway Interchange, and
- Highway 50/Empire Ranch Road Interchange.

Cumulative (2035) lane geometries and peak-hour turn movement volumes are presented in Exhibits 4.7-4 and 4.7-5, respectively. Table 4.7-7 and Table 4.7-8 present the peak-hour intersection and freeway operating conditions for this analysis scenario. As shown, under the Cumulative (2035) scenario, intersections would operate between LOS B and F, freeway facilities would operate between LOS B and D, and segments would operate at LOS A and B.

Cumulative conditions on Saratoga Way were modeled assuming the proposed Saratoga Way extension would be expanded to a four-lane roadway (not included as part of the proposed project). As indicated in Table 4.7-9, under these hypothetical conditions, LOS on Saratoga Way would be LOS A and B, depending on direction and peak hour.

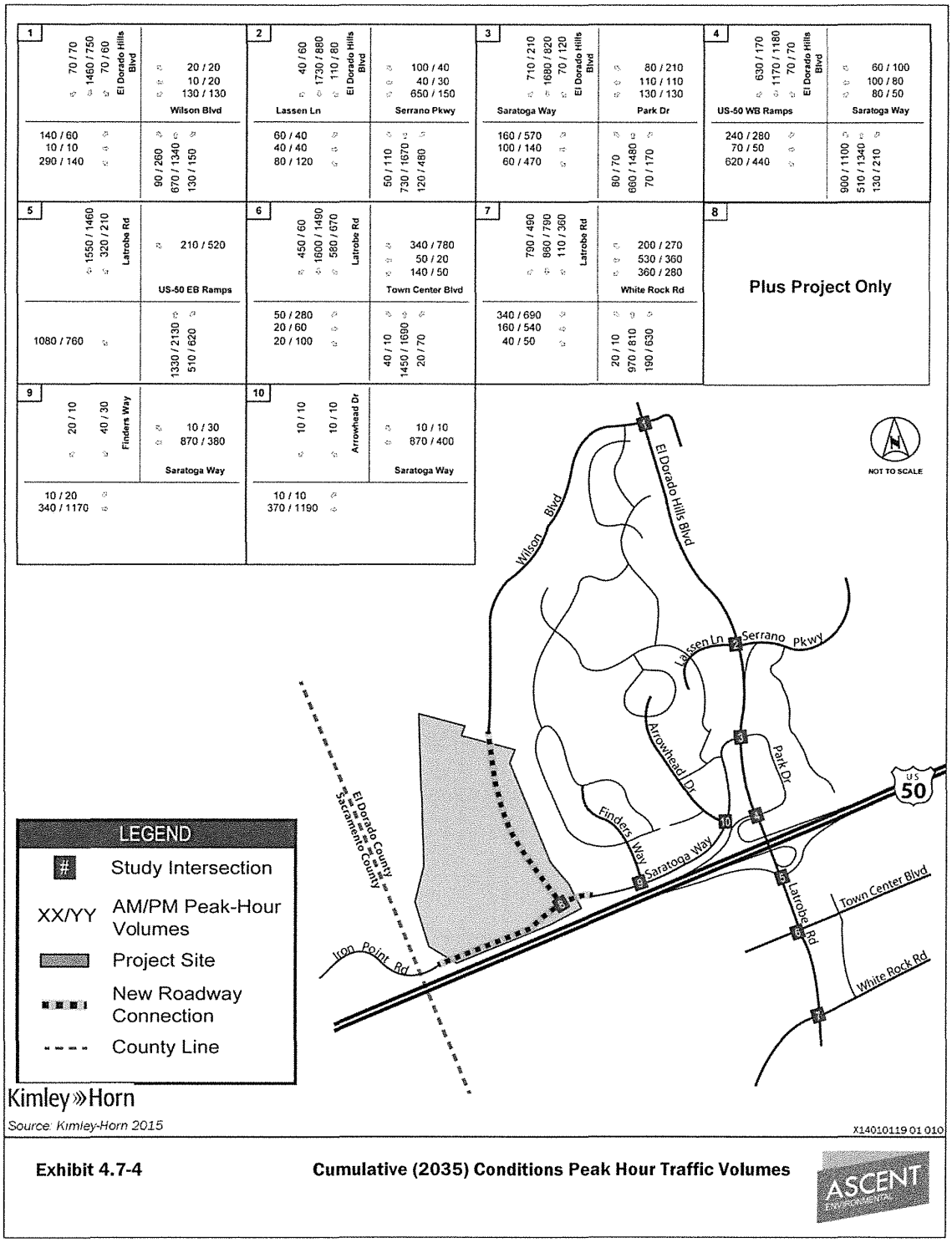

Exhibit 4.7-4 **Cumulative (2035) Conditions Peak Hour Traffic Volumes**

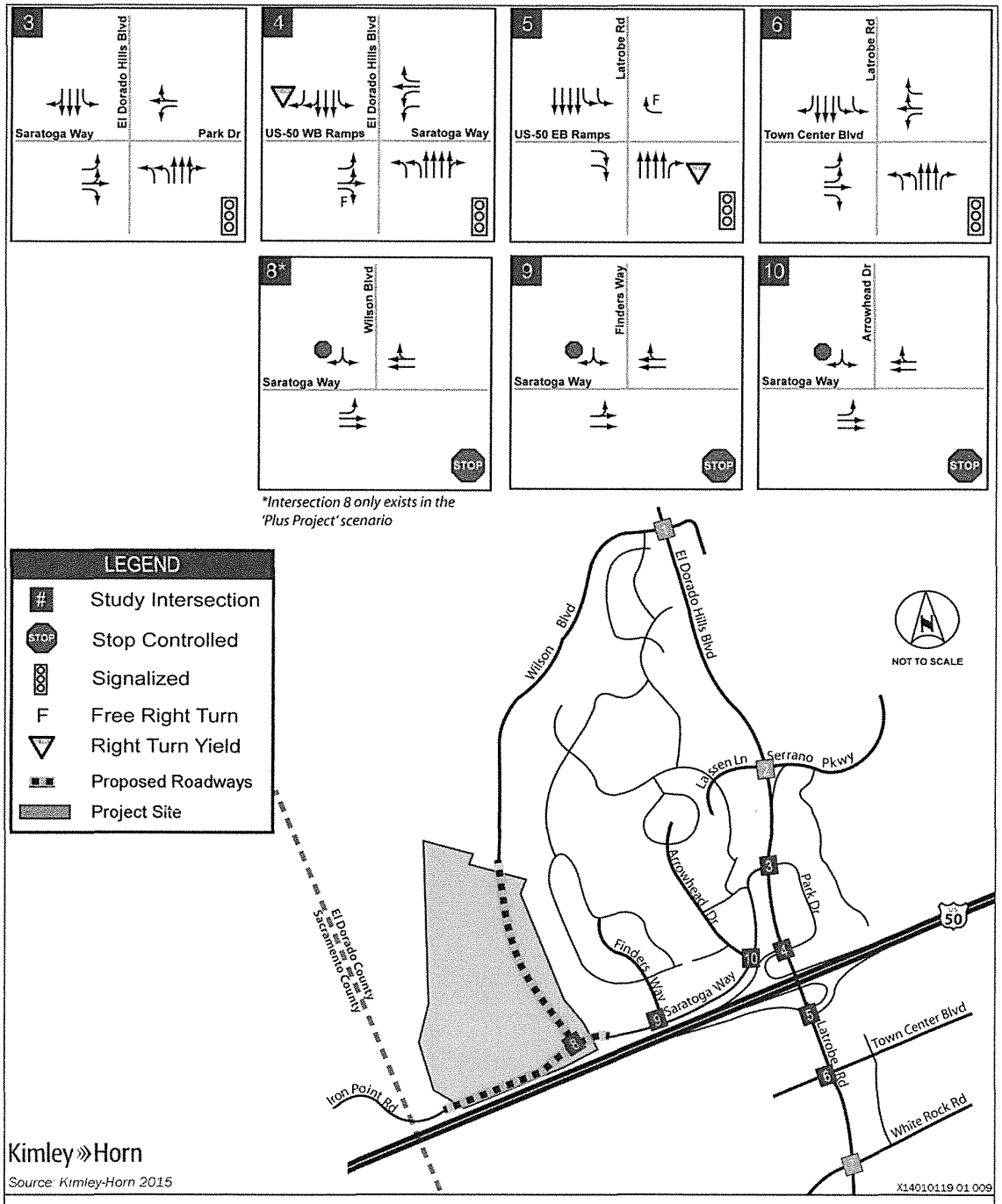

Exhibit 4.7-5 **Cumulative (2035) Conditions Lane Geometries**

ASCENT ENVIRONMENTAL

Table 4.7-7 Cumulative (2035) Intersection Levels of Service

ID	Intersection	Control	Peak Hour	Cumulative (2035)[1]	
				Delay (sec)	LOS
1	El Dorado Hills Boulevard at Wilson Boulevard	Signal	AM	55.9	E
			PM	40.2	D
2	El Dorado Hills Boulevard at Serrano Parkway/Lassen Lane	Signal	AM	66.3	E
			PM	29.5	C
3	El Dorado Hills Boulevard at Saratoga Way/Park Drive	Signal	AM	**102.6**	**F**
			PM	**112.7**	**F**
4	El Dorado Hills Boulevard at Highway 50 westbound ramps	Signal	AM	30.2	C
			PM	37.5	D
5	Latrobe Road at Highway 50 eastbound ramps	Signal	AM	16.9	B
			PM	15.9	B
6	Latrobe Road at Town Center Boulevard	Signal	AM	42.5	D
			PM	**101.6**	**F**
7	Latrobe Road at White Rock Road	Signal	AM	32.0	C
			PM	60.5	E
8	Saratoga Way at Wilson Boulevard (Project Only)	SSSC[2]	AM	-	-
			PM	-	-
9	Saratoga Way at Finders Way	SSSC[2]	AM	1.0 (18.5 southbound)	C
			PM	0.6 (13.3 southbound)	B
10	Saratoga Way at Arrowhead Drive	SSSC[2]	AM	0.4 (19.4 southbound)	C
			PM	0.3 (17.0 southbound)	C

Notes: **Bold** represents unacceptable operations.

1: Assumes the extension of Saratoga Way as a four-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange.

2: Side Street Stop Controlled (SSSC) intersections are reported with the overall intersection delay followed by the delay of the worst approach. The reported LOS corresponds to the worst approach.

Source: Kimley-Horn 2015

Table 4.7-8 Cumulative (2035) Freeway Facility Levels of Service

Highway 50				Cumulative (2035)[1]	
Direction	Segment	Type	Peak Hour	Density[2]	LOS
Eastbound	West of Latrobe Road southbound off ramp	Basic	AM	13.7	B
			PM	19.0	C
	Latrobe Road southbound off ramp	Diverge	AM	24.4	C
			PM	27.9	C
	El Dorado Hills Boulevard northbound off ramp	Diverge	AM	16.3	B
			PM	23.5	C
	El Dorado Hills Boulevard northbound off ramp to Latrobe Road on ramp	Basic	AM	9.1	A
			PM	13.9	B
	Latrobe Road on ramp	Merge	AM	19.9	B
			PM	24.5	C
	East of Latrobe Road on ramp	Weave[3]	AM	-	B
			PM	-	C

Table 4.7-8 Cumulative (2035) Freeway Facility Levels of Service

Highway 50				Cumulative (2035)[1]	
Direction	Segment	Type	Peak Hour	Density[2]	LOS
Westbound	East of El Dorado Hills Boulevard off ramp	Weave[3]	AM	-	C
			PM	-	B
	El Dorado Hills Boulevard off ramp	Diverge	AM	20.8	C
			PM	19.0	B
	El Dorado Hills Boulevard off ramp to El Dorado Hills Boulevard on ramp	Basic	AM	12.4	B
			PM	11.2	B
	El Dorado Hills Boulevard on ramp	Merge	AM	25.2	C
			PM	21.8	C
	West of El Dorado Hills Boulevard on ramp	Weave[3]	AM	-	D
			PM	-	C

Notes: **Bold** represents unacceptable operations

1: Assumes the extension of Saratoga Way as a four-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange.

2: Density measured in passenger cars/mile/lane

3: Weave segments are analyzed using the Leisch Method, which is not based on density.

Source: Kimley-Horn 2015

Table 4.7-9 Cumulative (2035) Roadway Segment Levels of Service

Roadway Segment			Cumulative (2035)[1]	
Location	Peak-Hour	Analysis Direction	LOS	Density[2]
Saratoga Way, West of Project	AM	WB	B	11.1
		EB	A	4.3
	PM	WB	A	4.8
		EB	B	14.8
Saratoga Way, East of Project	AM	WB	A	10.9
		EB	A	4.7
	PM	WB	A	5.1
		EB	B	14.9

1: Assumes the extension of Saratoga Way as a four-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange

2: Density measured in passenger cars/mile/lane

Source: Kimley-Horn 2015

4.7.2 Regulatory Setting

FEDERAL

There are no federal transportation regulations or policies applicable to the proposed project.

STATE

California Department of Transportation Guide for the Preparation of Traffic Impact Studies

The *Guide for the Preparation of Traffic Impact Studies* (Caltrans 2002) provides guidance for the evaluation of traffic impacts to State highway facilities. The document identifies when a traffic impact study is needed and outlines what should be included in the scope of the study.

LOCAL

El Dorado County General Plan

The 2004 El Dorado County General Plan Circulation Map (Figure TC-1 of the General Plan) depicts the proposed circulation system of existing, approved, and planned development in unincorporated El Dorado County through 2025. This circulation system is shown on the General Plan Circulation Map using a set of roadway width classifications developed to guide the County's long-range transportation planning and programming. The General Plan Circulation Map identifies the extension of Saratoga Way to Iron Point Road and the widening of Saratoga Way to four lanes as a planned roadway improvement.

In addition, the following general plan policies are applicable to the project:

- **Policy TC-Xa:** The following policies shall remain in effect until December 31, 2018:

  Traffic from single-family residential subdivision development projects of five or more parcels of land shall not result in, or worsen, Level of Service F (gridlock, stop-and-go) traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county.

  1. The County shall not add any additional segments of U.S. Highway 50, or any other roads, to the County's list of roads that are allowed to operate at Level of Service F without first getting the voters' approval or by a 4/5ths vote of the Board of Supervisors.

  2. Developer-paid traffic impact fees combined with any other available funds shall fully pay for building all necessary road capacity improvements to fully offset and mitigate all direct and cumulative traffic impacts from new development upon any highways, arterial roads and their intersections during weekday, peak-hour periods in unincorporated areas of the county.

- **Policy TC-Xd:** 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), a.m. peak hour, and p.m. peak hour traffic volumes.

- **Policy TC-Xe:** For the 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.

- **Policy TC-Xf:** 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 this 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.

  For all other discretionary projects that worsen (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 this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP.

- **Policy TC-Xg:** Each development project shall dedicate right-of-way and construct or fund improvements necessary to mitigate the effects of traffic from the project. The County shall require an analysis of impacts of traffic from the development project, including impacts from truck traffic, and require dedication of needed right-of-way and construction of road facilities as a condition of the development. For road improvements that provide significant benefit to other development, the County may allow a project to fund its fair share of improvement costs through traffic impact fees or receive reimbursement from impact fees for construction of improvements beyond the project's fair share. The amount and timing of reimbursements shall be determined by the County.

- **Policy TC-Xh:** All subdivisions shall be conditioned to pay the traffic impact fees in effect at the time a building permit is issued for any parcel created by the subdivision.

- **Policy TC-5a:** Sidewalks and curbs shall be required throughout residential subdivisions, including land divisions created through the parcel map process, where any residential lot or parcel size is 10,000 square feet or less.

El Dorado County Capital Improvement Program and Traffic Impact Mitigation Fee Program

The El Dorado County Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) Fee Program are developed and implemented by the County's Community Development Agency, The CIP is a planning document that identifies capital projects and provides a schedule and funding options. The CIP serves as a planning and implementation tool for the development, construction, rehabilitation, and maintenance of the County's infrastructure. Capital improvements are projects that provide tangible, long-term improvements or additions of a fixed or permanent nature that have value and can be depreciated.

The CIP provides a means for the El Dorado County Board of Supervisors to determine capital priorities. The CIP is updated annually as new information becomes available regarding priorities, funding sources, project cost estimates, and timing.

The TIM Fee Program is the funding mechanism for projects in the CIP which mitigate cumulative traffic impacts identified in the General Plan EIR, and subsequent updates as required in the General Plan. TIM fees are collected at the time of issuance of a building permit. Where an impact is not directly attributed to an individual

development project as determined by General Plan Policies TCx-a through TCx-l, the County considers payment of TIM fees to satisfy a development project's proportionate fair share obligations for the improvements that are in the TIM Fee program. The TIM Fee Program makes up a portion of the funding for the CIP.

El Dorado County Implementation of General Plan Policies

General Plan Policy TC-Xf requires that the County "(1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this 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.

The project is proposed to be developed in phases, and may take several years to complete and become fully occupied (point in time where actual traffic impact is realized). Additionally, the actual background traffic growth rates for the 2024 scenario and the 2035 scenario may differ significantly from those projections analyzed in the Traffic Impact Analysis. The combined effect of these two variables could result in pre-mature construction of off-site transportation improvements and/or could introduce inefficiencies in expenditures of transportation funding.

In order to ensure that a project's impacts are fully mitigated, and that the improvements are constructed concurrently with the impact of the development, the County Transportation Division has developed a guideline conditioning template that is applied to major projects where these variabilities exist. The condition proposed to be applied to the Saratoga Estates Project is presented as follows:

Off-Site Improvements - Major Transportation Facilities:

A. The Project shall be responsible for design, Plans, Specifications and Estimate (PS&E), utility relocation, right of way acquisition, and construction of improvements to [*LIST IMPROVEMENTS*].

B. Timing of Improvements

   i. In order to ensure proper timing of the construction of the improvements identified, the Project shall perform a supplemental traffic analysis in conjunction with each final map application to determine Level of Service (LOS) of the [*IMPACT LOCATIONS*], to include existing traffic plus traffic generated by each final map.

   ii. If the supplemental traffic analysis indicates that the County's LOS policies would be exceeded by the existing traffic plus traffic generated by that final map, the Project shall construct the improvements prior to issuance of the first certificate of occupancy for any lot within that final map.

   iii. If the County's LOS policies are not exceeded upon application for the last final map within the Project, the Project shall pay its TIM fees toward the installation of proposed roadway improvements. In which case, payment of TIM fees is considered to be the project's proportionate fair share towards mitigation of this impact.

   iv. If the necessary improvements are constructed by the County or others prior to triggering of mitigation by the Project, payment of TIM fees is considered to be the Project's proportionate fair share towards mitigation of this impact.

C. Financing and Reimbursement

   i. Project may be reimbursed for the costs of any improvements listed above, to the extent such improvements are included in the County's Traffic Impact Mitigation (TIM) Fee Program, in accordance with the County's TIM Fee Reimbursement Guidelines, and subject to a Road Improvement and Reimbursement / Credit Agreement between the Project and the County.

ii. If any improvements are included in the County's 10-year CIP and TIM Fee Program, and agreed to by the County in a Road Improvement and Reimbursement / Credit Agreement, the Project may receive full or partial credit for the cost of the work against TIM Fees that would otherwise be paid at issuance of building permits.

iii. If any improvements are included in the County's 10-year CIP and TIM Fee Program, and agreed to by County in a Road Improvement and Reimbursement / Credit Agreement, the Project may provide funding and Bid-Ready PS&E to County, for bidding and construction management by County.

C. With respect to the improvements to the public roadways required in this condition, either one of the following shall be done prior to issuance of a building permit: (a) the subdivider shall be under contract for construction of the required improvements with proper sureties in place, or (b) the subdivider shall have submitted to the County a bid-ready package (PS&E) and adequate funding for construction.

D. The following requirements apply to all traffic signals identified in this condition.

i. In order to ensure proper timing for the installation of traffic signal controls, the Project shall be responsible to perform traffic signal warrants with each final map at intersections identified for potential signalization, in accordance with the Manual on Uniform Traffic Control Devices (version in effect at the time of application).

ii. If traffic signal warrants are met at the time of application for final map (including the lots proposed by that final map), the Project shall construct the improvements prior to issuance of the first certificate of occupancy for any lot within that final map.

iii. If traffic signal warrants are not met upon application for the last final map within the Project, the Project shall pay its TIM fees toward the installation of traffic signal controls. In which case, payment of TIM fees is considered to be the Project's proportionate fair share towards mitigation of this impact.

iv. If the traffic signal control at an intersection is constructed by the County or others prior to triggering of mitigation by the Project, payment of TIM fees is considered to be the Project's proportionate fair share towards mitigation of the impact.

Application of this condition ensures compliance with all General Plan Policies, ensures that required mitigation is implemented concurrently with impact, ensures that unnecessary improvements are not required to be constructed, and provides flexibility for implementation and funding of the required improvements.

El Dorado County Regional Transportation Plan

The El Dorado County Transportation Commission (EDCTC) is the Regional Transportation Planning Agency for El Dorado County (excluding the Tahoe Basin). The El Dorado County 2030 Regional Transportation Plan (RTP) was developed by the EDCTC to document the policy direction, actions, and funding recommendations intended to meet El Dorado County's short and long range transportation needs over the next 20 years. The RTP is designed to be a blueprint for the systematic development of a balanced, comprehensive, and multi-modal transportation system. In general, RTPs are developed to provide a clear vision of regional transportation goals, objectives, and policies, complemented by short- and long-term strategies for implementation.

The 2030 RTP also serves as the El Dorado County portion of the Sacramento Area Council of Governments Metropolitan Transportation Plan. The 2030 RTP identifies the County's 10-year CI P in its regional road network short-term action plan. The extension of Saratoga Way to Iron Point Road as a two-lane road with eight-foot shoulders is identified in the County's CIP.

El Dorado County Bicycle Transportation Plan

The Bicycle Transportation Plan represents the efforts of EDCTC staff, the Bicycle Transportation Plan Advisory Committee, El Dorado County, El Dorado Hills Community Services District, and numerous dedicated citizens in the area. The plan was developed with the overall goal of providing a safe, efficient, and convenient network of bicycle facilities that establish alternative transportation as a viable option in El Dorado County and its neighboring regions.

The plan addresses the following specific issues pertaining to non-motorized transportation:

- bicycle commuting;
- safety and education to maximize bicycle safety;
- identification of detailed and prioritized improvements in the El Dorado County Bicycle Transportation Plan;
- integrating bicycle and pedestrian planning with other regional and community planning;
- maximizing multi-modal connections to the bicycle transportation system;
- funding;
- connectivity; and
- developing Class I Bike Paths on the El Dorado Trail.

4.7.3 Impact Analysis

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the State CEQA Guidelines, the proposed project would result in a significant impact if it would:

- conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

- conflict with an applicable congestion management program, including, but not limited to LOS standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways;

- result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;

- substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

- result in inadequate emergency access; or

- conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Project impacts were determined by comparing conditions with the proposed project to those without the project. Impacts for intersections are created when traffic from the proposed project forces the LOS to fall below a specific threshold. The County's standards specify the following:

- "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*..." (*El Dorado County General Plan* Policy TC-Xd). The study facilities are located within the El Dorado Hills Community Region; therefore, the LOS threshold applied to the project is LOS E.

- If a project causes the peak-hour level of service...on a County road or State highway that would otherwise meet the County standards (without the project) to exceed the [given] values, then the impact shall be considered significant.

- If any County road or State highway fails to meet the [given] standards for peak hour level of service...without the proposed project, and the project would significantly worsen conditions on the road or highway, then the impact shall be considered significant. According to *El Dorado County General Plan* Policy TC- Xe, worsen is defined as "a 2 percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily, or the addition of 100 or more daily trips, or the addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour."

The Caltrans District 3 standard of significance was applied to intersections at the Highway 50 interchange with El Dorado Hills Boulevard/Latrobe Road. Caltrans has established an LOS E threshold for the peak 15 minutes for signalized intersections outside "high speed areas." The Highway 50 interchange ramp intersections with El Dorado Hills Boulevard/Latrobe Road are not considered to be located in high speed areas; therefore, the LOS E threshold for the peak 15 minutes applies to these facilities.

ISSUES OR POTENTIAL IMPACTS NOT DISCUSSED FURTHER

The project would not result in any changes to air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Further, there are no towers or other structures that could potentially affect air transport. Therefore, this issue is not discussed further in this Draft EIR.

Vehicle queuing for critical movements at the El Dorado Hills Boulevard intersection with Saratoga Way/Park Drive (Intersection #3) was evaluated. The calculated vehicle queues were compared to actual or anticipated vehicle storage lengths. Results of this evaluation indicate that the project would add a minimal amount of additional queuing to these movements. Thus, this issue is not addressed further in this Draft EIR. See Appendix B of this Draft EIR for more information.

METHODS OF ANALYSIS

This traffic impact analysis was performed in accordance with the County's traffic impact study protocols and procedures. LOS for this study was determined using methods defined in the Highway Capacity Manual (HCM) (Transportation Research Board 2010) using appropriate traffic analysis software.

Proposed Project Trip Generation and Assignment

The number of trips anticipated to be generated by the proposed project was derived using data included in *Trip Generation, 9th* Edition, published by the Institute of Transportation Engineers (ITE). The anticipated ITE trip generation characteristics for the proposed project are depicted in Table 4.7-10. At full build-out, the proposed project is estimated to generate approximately 3,000 daily trips, with 232 trips occurring during the a.m. peak-hour, and 297 trips occurring during the p.m. peak-hour.

Table 4.7-10 Proposed Project ITE Trip Generation

Land Use (ITE Code)	Size (# units)	Daily Trips	AM Peak Hour					PM Peak Hour				
			Total Trips	IN		OUT		Total Trips	IN		OUT	
				%	Trips	%	Trips		%	Trips	%	Trips
Single-Family Detached Housing (210)	317	3,036	232	25%	58	75%	174	297	63%	187	37%	110

Source: Trip Generation, 9th Edition, as cited in Kimley-Horn 2015

The El Dorado County TDM was used both as the basis to establish the relative assignment of proposed project trips, and to establish background traffic estimates for the analysis scenario. The project trip distribution percentages assuming baseline conditions (i.e., conditions in 2014) that resulted from analyses completed for this study are provided in Exhibit 4.7-6. Exhibit 4.7-7 shows the project trip distribution percentages for analysis of the near term and cumulative conditions.

Level of Service Definition

Analysis of significant environmental impacts to transportation facilities is based on the concept of LOS. The LOS of a facility is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay for motorists, to F (worst), which represents heavy delay for motorists and a facility that is operating at or near its functional capacity. Levels of Service for this study were determined using methods defined in the *Highway Capacity Manual (HCM)* (2000 for those intersections analyzed using Synchro®, and 2010 for those intersections analyzed using SimTraffic®).

Intersection Analysis

The HCM includes procedures for analyzing side-street stop-controlled, all-way stop-controlled, and signalized intersections. The side-street stop-controlled procedure defines LOS as a function of average control delay for each minor street approach movement. Conversely, the all-way stop-controlled and signalized intersection procedures define LOS as a function of average control delay for the intersection as a whole. Table 4.7-11 presents intersection LOS definitions as defined in the HCM.

Because of the close spacing of the El Dorado Hills Boulevard/Latrobe Road intersections in the vicinity of Highway 50, LOS for Intersections #3 through #7 was determined using the SimTraffic® micro-simulation analysis software. The existing conditions SimTraffic® models were originally provided by the County for use in this study. These models were validated based on field observations of traffic volumes, driver behavior, lane utilization, and maximum vehicle queue lengths. As a result of these observations, adjustments were incorporated that improve the accuracy of vehicles behavior as they position for downstream turns. SimTraffic® measures of effectiveness are compared against the HCM intersection delay thresholds to equate SimTraffic® results to HCM LOS. For this simulation effort, a seed time of 10 minutes is used and ten runs are averaged to obtain the results.

Freeway Facility Analysis

Caltrans' traffic study guidelines specify the use of vehicle density (passenger cars/mile/lane) as the appropriate measure of effectiveness for freeway facilities. The LOS criteria for basic freeway segments and merge/diverge segments are summarized in Table 4.7-12. Weaving sections (i.e., freeway segments with auxiliary lanes) were analyzed using the Leisch Method (Federal Highway Administration 1984).

Roadway Segment Analysis

The HCM also includes procedures for analyzing multilane and two-lane roadway segments. For multilane roadways segments, LOS is determined based on the density of the traffic stream. For two-lane highways, the LOS calculation is dependent on the class of the roadway. Class I two-lane highways are highways that generally have high speeds, Class II two-lane highways are lower speed highways that typically serve scenic routes or areas of rugged terrain, and Class III two-lane highways typically serve moderately developed areas with higher densities of local traffic and access.

Roadway segments along Saratoga Way are either a Class III two-lane or a multi-lane roadway, depending on the location and analysis scenario. For Class III highways, the percent of free-flow speed, which is the measure representing the ability of vehicles to travel at the posted speed limit, is used to determine LOS. The LOS criteria for multi-lane and two-lane roadway segments are shown in Tables 4.7-13 and 4.7-14, respectively.

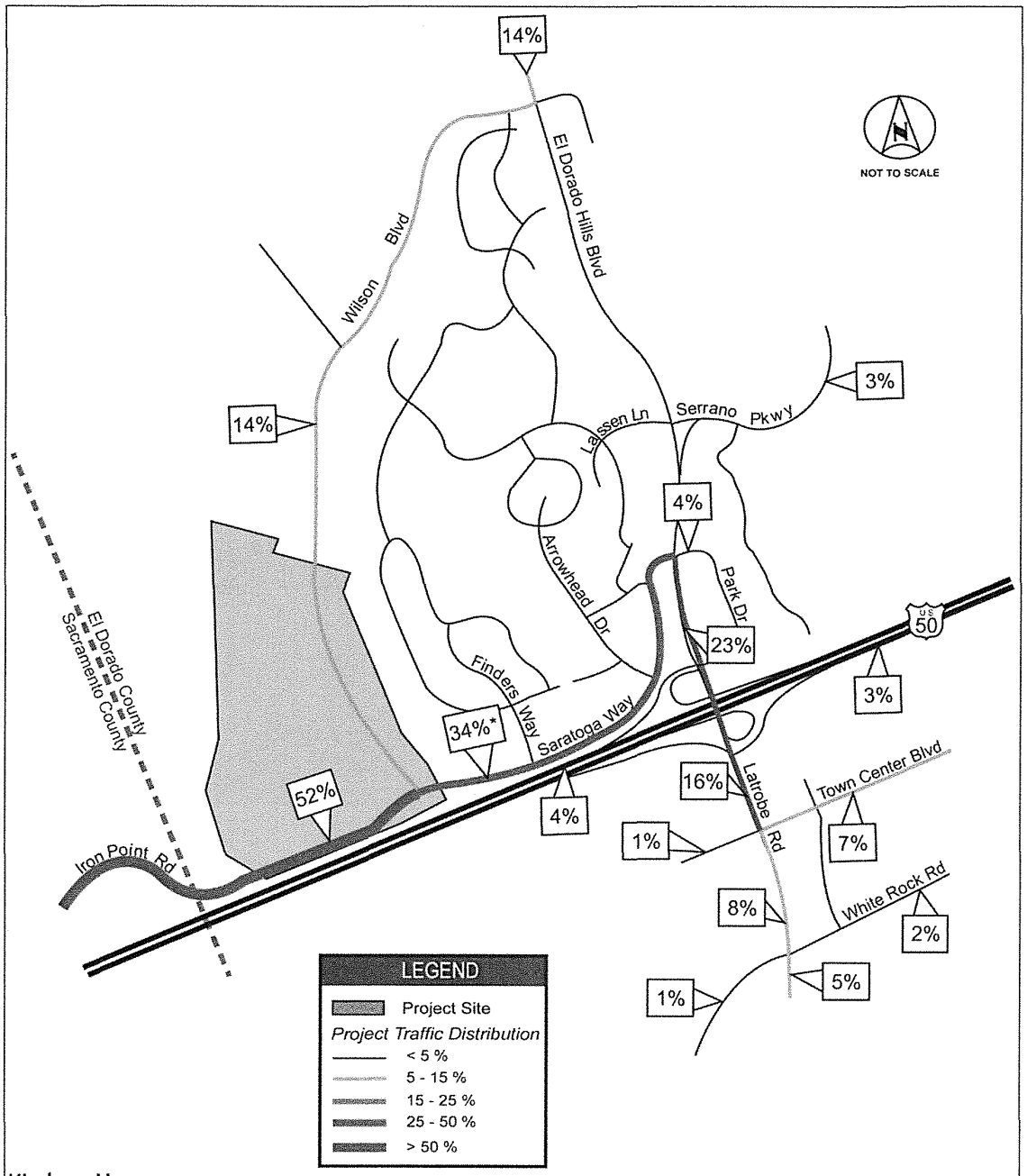

Exhibit 4.7-6 **Existing (2014) Project Trip Distribution**

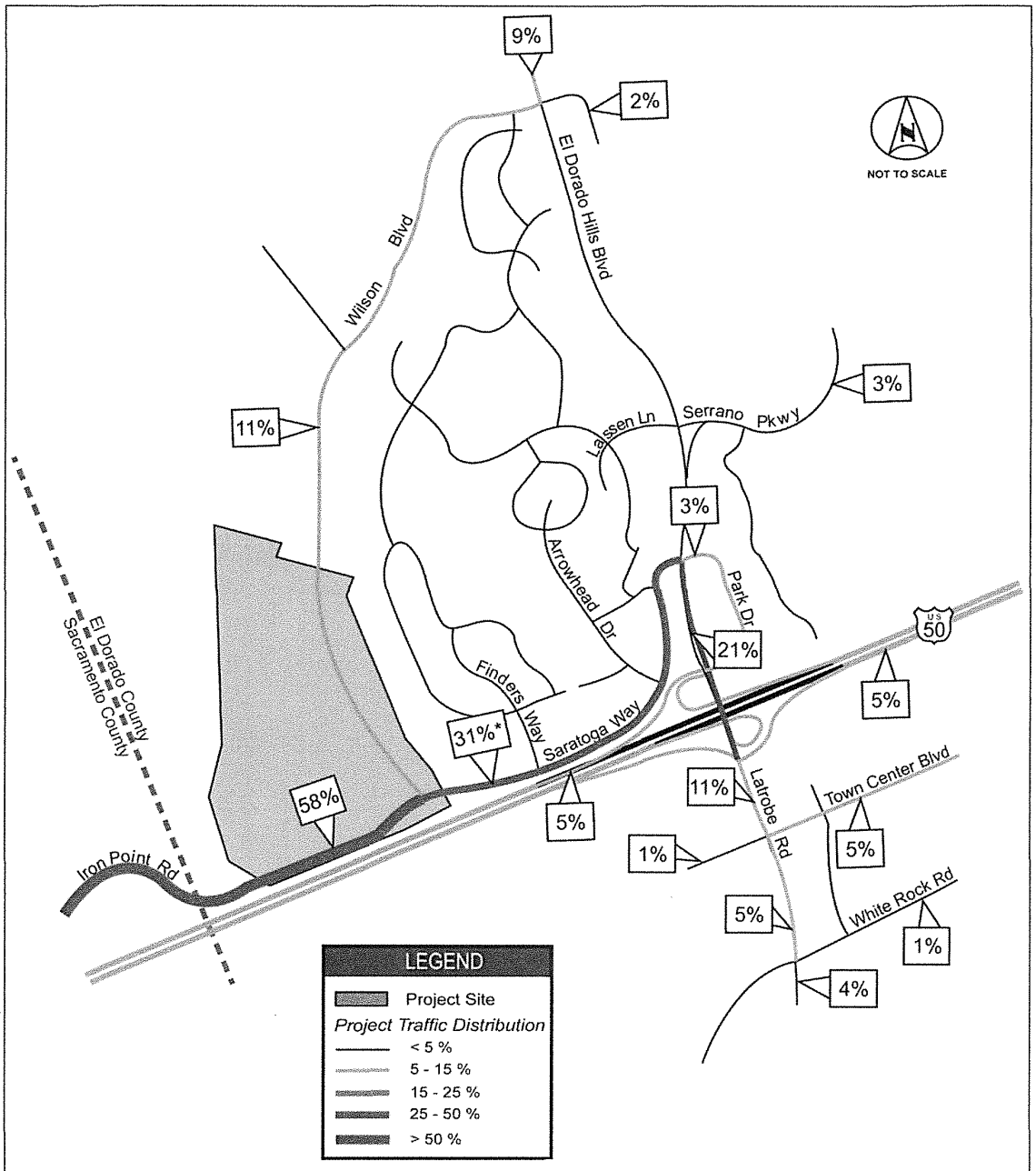

Exhibit 4.7-7 Near-Term (2024) and Cumulative (2035) Proposed Project Trip Distribution

ASCENT ENVIRONMENTAL

Table 4.7-11 Intersection Level of Service Criteria

LOS	Unsignalized	Signalized
	Average Control Delay[1] (seconds/vehicle)	Average Control Delay (seconds/vehicle)
A	≤ 10	≤ 10
B	> 10 - 15	> 10 - 20
C	> 15 - 25	> 20 - 35
D	> 25 - 35	> 35 - 55
E	> 35 - 50	> 55 - 80
F	> 50	> 80

1: Applied to the worst lane/lane group(s) for side-street stop controlled intersections

Source: *California Department of Transportation 2010*

Table 4.7-12 Freeway Facilities LOS Criteria

LOS	Basic Segments Density (pc/mi/ln)	Merge/Diverge Segments Density (pc/mi/ln)
A	≤ 11	≤ 10
B	> 11 - 18	> 10 - 20
C	> 18 - 26	> 20 - 28
D	> 26 - 35	> 28 - 35
E	> 35 - 45	> 35
F	> 45 (Demand exceeds capacity)	Demand exceeds capacity

Notes: pc/mi/ln = passenger cars per mile per lane

Source: Highway Capacity Manual, 2010

Table 4.7-13 Multi-Lane Roadway Segment Level of Service Criteria

Level of Service (LOS)	Free Flow Speed (mph)	Density (pc/mi/ln)
A	All	> 0 - 11
B	All	> 11 - 18
C	All	> 18 - 26
D	All	> 26 - 35
E	60	> 35 - 40
	55	> 35 - 41
	50	> 35 - 43
	45	> 35 - 45
F (demand exceeds capacity)	60	> 40
	55	> 41
	50	> 43
	45	> 45

Source: California Department of Transportation 2010

Table 4.7-14 Two-Lane Roadway Segment (Class III) Level of Service Criteria

Level of Service (LOS)	Percent Free-Flow Speed (%)
A	> 91.7
B	> 83.3 - 91.7
C	> 75.0 - 83.3
D	> 66.7 - 75.0
E	≤ 66.7

Source: California Department of Transportation 2010

IMPACTS AND MITIGATION MEASURES

Impact 4.7-1: Existing plus project intersection LOS impacts.

Under the existing plus project conditions, operation of the study intersections range from LOS C to LOS F during the a.m. and p.m. peak hours. The freeway facilities are shown to operate from LOS A to LOS E during peak hours. Roadway segments would operate at LOS D and E. With the proposed project, operations of El Dorado Hills Boulevard at Saratoga Way/Park Drive and Latrobe Road at Town Center Boulevard intersections would operate at LOS F and result in more than 10 additional vehicle trips per peak hour. Thus, this impact would be **significant.**

With implementation of Mitigation Measures 4.7-1a, which would require the applicant to pay TIM fees, and Mitigation Measure 4.7-1b, which would optimize signal timing along the El Dorado Hills Boulevard/Latrobe Road corridor, this impact would be **less than significant.**

The County's TDM was used to generate and assign project traffic to the transportation network. Using these volumes and the associated roadway network changes (two-lane Saratoga Way extension and Wilson Boulevard extension), LOS was determined at the study facilities. Existing (2014) with project peak-hour turn movement volumes and LOS are presented in Exhibit 4.7-8 and Table 4.7-15. Table 4.7-16 presents the peak-hour freeway operating conditions for this analysis scenario. Table 4.7-17 shows the existing plus proposed project roadway segment LOS. (Note that the Traffic Study, included as Appendix B of this Draft EIR, includes a discussion regarding the potential traffic effects associated only with the proposed extension of Saratoga Way.)

Table 4.7-15 Existing (2014) and Existing plus Project Intersection LOS

ID	Intersection	Control	Peak Hour	Existing (2014)[1]		Existing (2014) with Project[2]	
				Delay (seconds)	LOS	Delay (seconds)	LOS
1	El Dorado Hills Boulevard at Wilson Boulevard	Signal	AM	20.8	C	25.3	C
			PM	22.5	C	29.9	C
2	El Dorado Hills Boulevard at Serrano Parkway/Lassen Lane	Signal	AM	44.2	D	42.4	D
			PM	21.5	C	26.5	C
3	El Dorado Hills Boulevard at Saratoga Way/Park Drive	Signal	AM	22.4	C	**150.6**	**F**
			PM	22.0	C	**102.4**	**F**
4	El Dorado Hills Boulevard at Highway 50 westbound ramps	Signal	AM	29.2	C	26.6	C
			PM	35.0	C	37.8	D
5	Latrobe Road at Highway 50 eastbound ramps	Signal	AM	31.0	C	37.5	D
			PM	11.7	B	11.8	C
6	Latrobe Road at Town Center Boulevard	Signal	AM	27.7	C	27.7	C
			PM	73.8	E	**89.8**	**F**
7	Latrobe Road at White Rock Road	Signal	AM	36.2	D	32.8	C
			PM	43.7	D	59.6	E
8	Saratoga Way at Wilson Boulevard (Project Only)	SSSC[1]	AM	-	-	4.9 (29.6 southbound)	D
			PM	-	-	2.6 (32.1 southbound)	D
9	Saratoga Way at Finders Way	SSSC[1]	AM	7.7 (8.8 southbound)	A	1.0 (22.1 southbound)	C
			PM	4.3 (8.9 southbound)	A	1.0 (21.0 southbound)	C
10	Saratoga Way at Arrowhead Drive	SSSC[1]	AM	1.8 (9.1 southbound)	A	0.5 (28.3 southbound)	D
			PM	1.7 (9.2 southbound)	A	0.6 (35.8 southbound)	E

Notes: **Bold and shaded** represents unacceptable operations.
1. The Existing Condition scenario assumes the project site in its current conditions with no extension of Saratoga Way or Wilson Boulevard.
2. The Existing (2014) with Project scenario assumes development of the proposed residential development and extension of the proposed Saratoga Way and Wilson Boulevard Extensions.
*Side Street Stop Controlled (SSSC) intersections are reported with the overall intersection delay followed by the delay of the worst approach. The reported LOS corresponds to the worst approach.
Source: Kimley-Horn 2015

Table 4.7-16 Existing and Existing plus Project Freeway Facilities LOS

Highway 50				Existing (2014)[1]		Existing (2014) with Project[2]	
Direction	Segment	Type	Peak Hour	Density[3]	LOS	Density[1]	LOS
Eastbound	West of Latrobe Road southbound off ramp	Basic	AM	12.7	B	12.8	B
			PM	21.2	C	21.3	C
	Latrobe Road southbound off ramp	Diverge	AM	22.8	C	22.8	C
			PM	32.3	D	31.4	D
	El Dorado Hills Boulevard northbound off ramp	Diverge	AM	12.6	B	12.1	B
			PM	26.5	C	27.2	C
	El Dorado Hills Boulevard northbound off ramp to Latrobe Road on ramp	Basic	AM	5.2	A	5.4	A
			PM	11.7	B	12.9	B
	Latrobe Road on ramp	Merge	AM	13.4	B	14.0	B
			PM	24.2	C	25.8	C
	East of Latrobe Road on ramp	Basic	AM	7.3	A	7.7	A
			PM	16.3	B	17.9	B
Westbound	East of El Dorado Hills Boulevard off ramp	Basic	AM	28.8	D	28.8	D
			PM	14.5	B	14.5	B
	El Dorado Hills Boulevard off ramp	Diverge	AM	35.2	E	35.3	E
			PM	21.2	C	21.3	C
	El Dorado Hills Boulevard off ramp to El Dorado Hills Boulevard on ramp	Basic	AM	19.2	C	18.5	C
			PM	10.1	A	9.9	A
	El Dorado Hills Boulevard on ramp	Merge	AM	35.7	E	32.3	D
			PM	26.8	C	24.6	C
	West of El Dorado Hills Boulevard on ramp	Basic	AM	41.2	E	33.5	D
			PM	25.3	C	22.5	C

Notes:
1. The Existing Condition scenario assumes the project site in its current conditions with no extension of Saratoga Way or Wilson Boulevard.
2. The Existing (2014) with Project scenario assumes development of the proposed residential development and extension of the proposed Saratoga Way and Wilson Boulevard Extensions.
3. Density measured in passenger cars/mile/lane
Source: Kimley-Horn 2015

Table 4.7-17 Existing (2014) and Existing plus Project Roadway Segment LOS

Location	Peak-Hour	Analysis Direction	Existing (2014)[1]			Existing (2014) plus Project[2]		
			LOS	PFFS	v/c	LOS	PFFS	v/c
Saratoga Way, West of Project	AM	WB	-	-	-	D	68.3	0.56
		EB	-	-	-	D	69.2	0.41
	PM	WB	-	-	-	D	67.5	0.40
		EB	-	-	-	E	66.3	0.63
Saratoga Way, East of Project	AM	WB	A	92.1	0.01	D	71.5	0.43
		EB	A	92.5	0.06	D	71.3	0.44
	PM	WB	A	91.9	0.05	D	69.9	0.39
		EB	A	91.9	0.04	D	68.8	0.55

Notes: PFFS=percent free-flow speed; LOS=level of service; v/c=volume to capacity

1. The Existing Condition scenario assumes the project site in its current conditions with no extension of Saratoga Way or Wilson Boulevard.

2. The Existing (2014) with Project scenario assumes development of the proposed residential development and extension of the proposed Saratoga Way and Wilson Boulevard Extensions.
Source: Kimley-Horn 2015

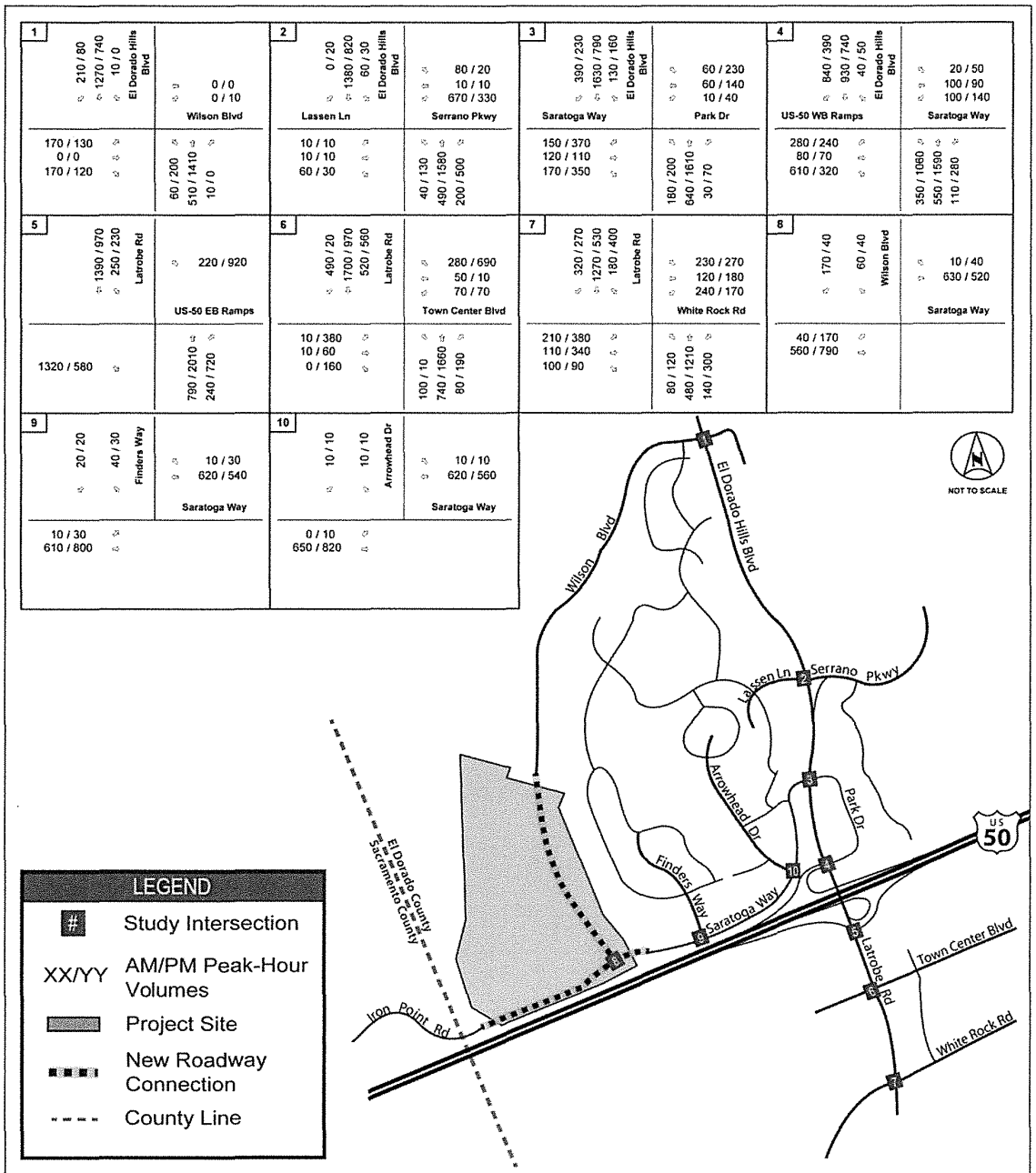

Exhibit 4.7-8 **Existing Plus Project Peak Hour Traffic Volumes**

As indicated above, with implementation of the project, operation of the study intersections would range from LOS B to LOS F during the a.m. and p.m. peak hours and operation of the freeway facilities would range from LOS A to LOS E during peak hours. The roadway segment operation conditions would degrade from LOS A to LOS D and LOS E. The addition of the proposed project to 2014 conditions would cause the following two intersections currently operating at acceptable levels to degrade to LOS F conditions:

- **El Dorado Hills Boulevard at Saratoga Way/Park Drive:** This intersection operates acceptably under existing (2014) conditions, but would degrade to LOS F during the a.m. and p.m. peak hours with the addition of the proposed project. (Note that this intersection would also operate at LOS F if the Saratoga Way extension were completed under the CIP separately from this development project, as indicated in Appendix B.)

- **Latrobe Road at Town Center Boulevard:** This intersection operates acceptably under existing (2014) conditions, but would degrade to LOS F during the p.m. peak hour with the addition of the proposed project.

Thus, this impact would be **significant.**

Mitigation Measures

Mitigation Measure 4.7-1a: Pay TIM Fees

The applicant shall pay fair share fees to El Dorado County to address the project's contribution to traffic at the El Dorado Hills Boulevard at Saratoga Way/Park Drive Intersection. Fee amount shall be determined by the County. All fees shall be paid at the time of issuance of building permits.

Mitigation Measure 4.7-1b: Complete a Signal Timing Plan

The project applicant shall prepare and implement a signal timing plan for the intersections along El Dorado Hills Boulevard/Latrobe Road corridor from Saratoga Way/Park Drive through Town Center Boulevard to provide acceptable LOS in the a.m. and p.m. peak hours. The plan for signal optimization shall be prepared by a California-licensed civil engineer or traffic engineer obtained by the project applicant and shall be submitted to the County Transportation Division and Caltrans, as appropriate. Prior to issuance of occupancy certificates, the applicant shall ensure the signal timing improvements are completed in coordination with the County Transportation Division and Caltrans.

Significance after Mitigation

With implementation of Mitigation Measures 4.7-1a and 1b, the applicant would pay TIM Fees and prepare and implement optimized signal timings along the El Dorado Hills Boulevard/Latrobe Road corridor. As discussed above, the Highway 50/Silva Valley Parkway interchange (Phase 1), a CIP project, is currently under construction and will be completed in 2016, prior to the time at which development of the project would begin. The Highway 50/Silva Valley Parkway interchange (Phase 1) consists of a new overcrossing over Highway 50, new on- and off-ramps with signalized intersections, and new bicycle and pedestrian facilities. The purpose of the project is to provide another access point to Highway 50 for motorists in El Dorado Hills. The completion of Highway 50/Silva Valley Parkway interchange will result in a redistribution of the traffic and would affect delays associated with roadways near the project site, including El Dorado Hills Boulevard and Latrobe Road. The interchange will decrease congestion on several roadways near the project site and improve travel time by providing more direct access to Highway 50 for many area residents and businesses that would otherwise be required to access Highway 50 from El Dorado Hills Boulevard, Latrobe Road, or Bass Lake Road.

Modeling of the project, in combination with operation of the Highway 50/Silva Valley Parkway and optimized signal cycle length and reallocation of the green time at intersections in the area, is provided in Table 4.7-18. As shown, under these conditions, LOS conditions would be acceptable and degraded conditions would improve. The new interchange, along with revised signal timings, would result in acceptable LOS E or better operations along the corridor during the a.m. and p.m. peak hours. Because this improvement is in the TIM Fee program and will be completed prior to development on the project site, payment of TIM Fees will satisfy the project's fair share obligation towards this improvement.

Table 4.7-18 Existing plus Project with Mitigation Intersection LOS

ID	Intersection	Control	Peak Hour	Existing (2014) Plus Project		Existing (2014) Plus Project with Mitigation	
				Delay (seconds)	LOS	Delay (seconds)	LOS
3	El Dorado Hills Boulevard at Saratoga Way/Park Drive	Signal	AM	**150.6**	**F**	67.7	E
			PM	**102.4**	**F**	55.1	E
4	El Dorado Boulevard at Highway 50 westbound ramps	Signal	AM	26.6	C	22.4	C
			PM	37.8	D	32.0	C
5	Latrobe Road at Highway 50 eastbound ramps	Signal	AM	37.5	D	15.4	B
			PM	11.8	B	12.4	B
6	Latrobe Road at Town Center Boulevard	Signal	AM	27.7	C	25.4	C
			PM	**89.8**	**F**	47.7	D
7	Latrobe Road at White Rock Road	Signal	AM	32.8	C	34.2	C
			PM	59.6	E	34.8	C

Notes: **Bold and shaded** represents unacceptable operations.

Source: Kimley-Horn 2015

With implementation of Mitigation Measures 4.7-1a and 4.7-1b, intersection LOS associated with the existing plus project condition would meet, and in some cases exceed, requirements for traffic operations within the County. Thus, this impact would be reduced to a **less-than-significant** level.

Impact 4.7-2: Near Term (2024) plus proposed project conditions intersection LOS impacts.

Under Near Term (2024) conditions, operation of the study intersections would range between LOS B and LOS F during the a.m. and p.m. peak hours. The study freeway facilities would operate acceptably and range from LOS A to LOS E during peak hours. The study roadway segments would operate acceptably at LOS E or better. The El Dorado Hills Boulevard at Saratoga Way/Park Drive and Latrobe Road at Town Center Boulevard intersections would operate unacceptably at LOS F without the proposed residential development under Near-Term conditions. Because the project would add 10 or more trips during the peak hour to these intersections, this impact would be **significant.**

With implementation of Mitigation Measures 4.7-2 and 4.7-3, which would improve intersection operations at the impacted intersections to acceptable levels, this impact would be **less than significant.**

Traffic volumes for Near Term (2024) conditions were developed using the El Dorado County TDM, as described previously. Traffic volume estimates assume turn movements using 2010 and 2035 land use scenarios that both include the Saratoga Way extension and the Highway 50/Silva Valley Parkway interchange. A straight-line analysis was conducted to establish year 2024 turn movement estimates. The difference between the resulting 2024 traffic estimate and the 2010 model results (the growth) was then added to Existing (2014) traffic volumes to establish base Near-Term (2024) traffic estimates for this study.

Near Term (2024) with project peak-hour turn movement volumes are presented in Exhibit 4.7-9. Tables 4.7-19, 4.7-20, and 4.7-21 present the peak-hour intersection, freeway segment, and roadway segment operating conditions for this analysis scenario. As indicated in Table 4.7-19, operation of the study intersections would range from LOS B to LOS F during the a.m. and p.m. peak hours both with and without implementation of the project. Modeling indicates that project implementation would result in a slightly reduced delay for the El Dorado Hills Boulevard at Saratoga Way/Park Drive intersection in the a.m. and p.m. peak hours, there would be an increase of more than 10 trips to this intersection associated with the project. In addition, the intersection of Latrobe Road at Town Center Boulevard would increase delay and result in more than 10 trips as a result of project implementation. Freeway facilities and roadway segments would operate at acceptable LOS (Tables 4.7-20 and 4.7-21).

The 2024 analysis includes planned roadway improvements, as well as growth consistent with the 2004 General Plan and with approved and reasonably foreseeable projects within the study area. Unacceptable operations at the El Dorado Hills Boulevard at Saratoga Way/Park Drive and Latrobe Road at Town Center Boulevard intersections are due to a combination of increased traffic from planned development and changes in travel patterns associated with the planned infrastructure improvements, such as the Saratoga Way extension and the Highway 50/Silva Valley Parkway interchange (discussed above under Impact 4.7-1). Because implementation of the project would worsen LOS F conditions by increasing traffic volumes by more than 10 vehicles during peak hours, this impact would be **significant.**

Table 4.7-19 Near Term and Near Term with Proposed Project Intersection LOS

ID	Intersection	Control	Peak Hour	Near Term (2024)[1]		Near Term (2024) with Project[2]	
				Delay (seconds)	LOS	Delay (seconds)	LOS
1	El Dorado Hills Boulevard at Wilson Boulevard	Signal	AM	24.3	C	25.6	C
			PM	61.6	E	63.9	E
2	El Dorado Hills Boulevard at Serrano Parkway/Lassen Lane	Signal	AM	57.7	E	44.0	D
			PM	50.4	D	41.4	D
3	El Dorado Hills Boulevard at Saratoga Way/Park Drive	Signal	AM	**167.6**	F	**159.6**	F
			PM	**149.2**	F	**122.4**	F
4	El Dorado Hills Boulevard at Highway 50 westbound ramps	Signal	AM	47.3	D	45.0	D
			PM	34.9	C	40.1	D
5	Latrobe Road at Highway 50 eastbound ramps	Signal	AM	19.2	B	21.5	C
			PM	11.7	B	12.8	B
6	Latrobe Road at Town Center Boulevard	Signal	AM	29.7	C	29.5	C
			PM	**84.1**	F	**91.5**	F
7	Latrobe Road at White Rock Road	Signal	AM	34.9	C	35.8	D
			PM	69.9	E	76.1	E
8	Saratoga Way at Wilson Boulevard (Project Only)	SSSC[3]	AM	-	-	4.8 (24.9 southbound)	C
			PM	-	-	2.4 (35.0 southbound)	D
9	Saratoga Way at Finders Way	SSSC[3]	AM	1.3 26.9 southbound)	D	1.0 (17.1 southbound)	C
			PM	1.3 (44.3 southbound)	E	0.8 (19.8 southbound)	C
10	Saratoga Way at Arrowhead Drive	SSSC[3]	AM	0.4 (21.4 southbound)	D	0.3 (19.2 southbound)	C
			PM	0.4 (27.2 southbound)	D	0.4 (27.0 southbound)	D

Notes: **Bold** and shaded represents unacceptable operations.

1: The Near Term (2024) scenario assumes operation of the extension of Saratoga Way as a two-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange without the implementation of the proposed residential development.

2: The Near Term (2024) with Project scenario assumes the extension of Saratoga Way as a two-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange and proposed residential development.

3: Side Street Stop Controlled (SSSC) intersections are reported with the overall intersection delay followed by the delay of the worst approach. The reported LOS corresponds to the worst approach.

Source: Kimley-Horn 2015

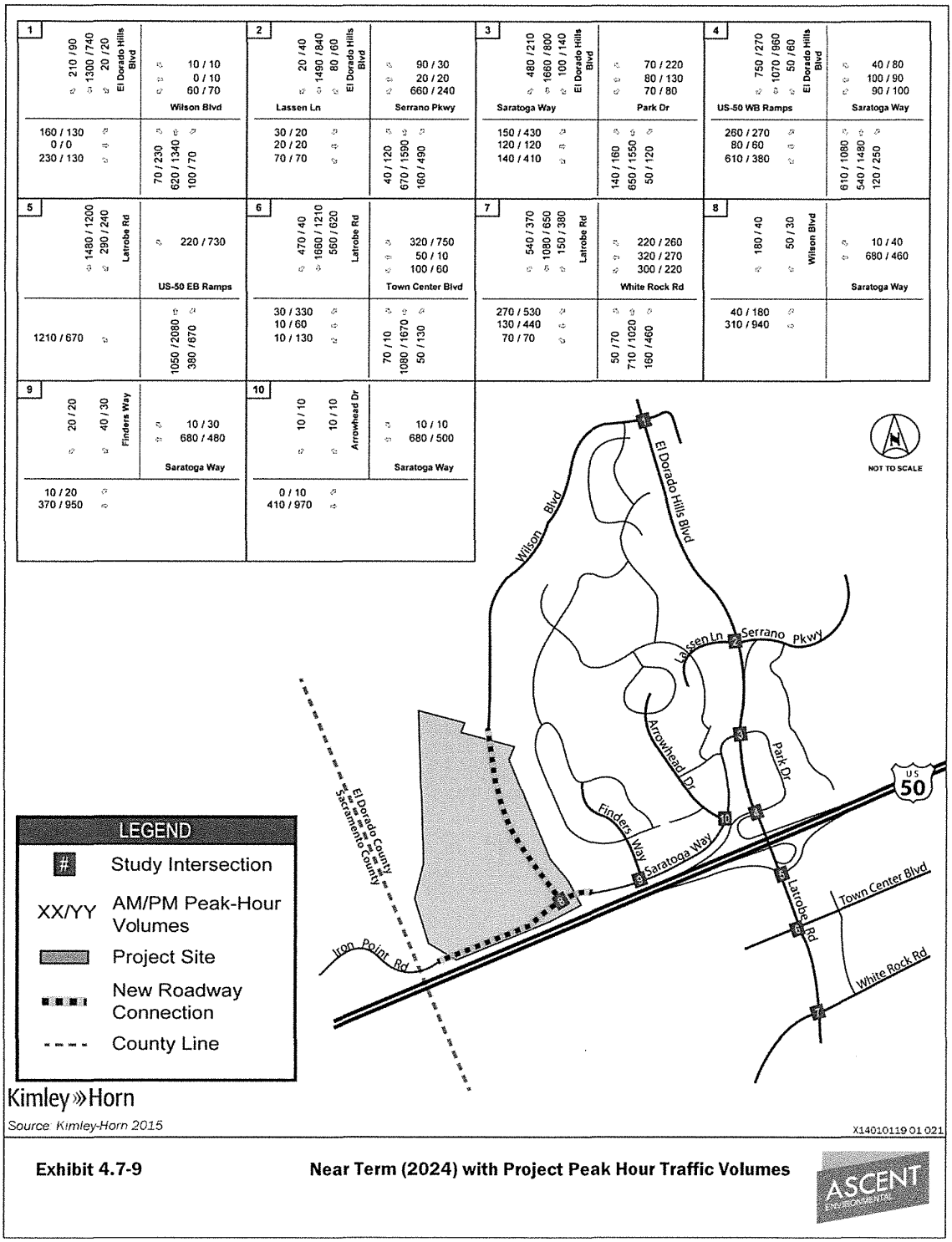

Exhibit 4.7-9 **Near Term (2024) with Project Peak Hour Traffic Volumes**

Table 4.7-20 Near Term and Near Term with Proposed Project Freeway Facilities LOS

Highway 50				Near Term (2024)[1]		Near Term (2024) with Project[2]	
Direction	Segment	Type	Peak Hour	Density[3]	LOS	Density[3]	LOS
Eastbound	West of Latrobe Road southbound off ramp	Basic	AM	15.3	B	15.3	B
			PM	23.8	C	23.9	C
	Latrobe Road southbound off ramp	Diverge	AM	24.9	C	24.9	C
			PM	32.4	D	32.5	D
	El Dorado Hills Boulevard northbound Off Ramp	Diverge	AM	16.2	B	16.2	B
			PM	28.3	D	28.3	D
	El Dorado Hills Boulevard northbound off ramp to Latrobe Road on ramp	Basic	AM	8.5	A	8.5	A
			PM	15.5	B	15.5	B
	Latrobe Road on ramp	Merge	AM	18.5	B	18.6	B
			PM	27.8	C	27.9	C
	East of Latrobe Road on ramp	Weave[4]	AM	-	A	-	A
			PM	-	C	-	C
Westbound	East of El Dorado Hills Boulevard off ramp	Weave[4]	AM	-	B	-	B
			PM	-	A	-	A
	El Dorado Hills Boulevard off ramp	Diverge	AM	28.0	D	28.0	D
			PM	22.2	C	22.3	C
	El Dorado Hills Boulevard off ramp to El Dorado Hills Boulevard on ramp	Basic	AM	22.2	C	22.2	C
			PM	15.7	B	15.7	B
	El Dorado Hills Boulevard on ramp	Merge	AM	36.8	E	36.9	E
			PM	30.4	D	30.4	D
	West of El Dorado Hills Boulevard on ramp	Basic	AM	44.0	E	44.3	E
			PM	30.3	D	30.3	D

Notes:

1: The Near Term (2024) scenario assumes operation of the extension of Saratoga Way as a two-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange without the implementation of the proposed residential development.

2: The Near Term (2024) with Project scenario assumes the extension of Saratoga Way as a two-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange and proposed residential development.

3: Density measured in passenger cars/mile/lane

4: Weave segments are analyzed using the Leisch Method, which is not based on density.

Source: Kimley-Horn 2015

Table 4.7-21 Near Term (2024) and Near Term with Proposed Project Roadway Segment LOS

Location	Peak-Hour	Analysis Direction	Near Term (2024)[1]			Near Term (2024) plus Project[2]		
			LOS	PFFS	v/c	LOS	PFFS	v/c
Saratoga Way, West of Project	AM	WB	D	71.1	0.54	D	69.2	0.60
		EB	D	74.3	0.25	D	72.2	0.27
	PM	WB	D	68.8	0.31	E	65.7	0.36
		EB	E	66.5	0.67	E	63.9	0.74
Saratoga Way, East of Project	AM	WB	D	70.9	0.53	D	72.7	0.46
		EB	D	73.7	0.27	D	75.0	0.29
	PM	WB	D	68.1	0.33	D	68.3	0.35
		EB	E	65.9	0.68	E	66.6	0.64

Notes: PFFS=percent free-flow speed; LOS=level of service; v/c=volume to capacity

1: The Near Term (2024) scenario assumes operation of the extension of Saratoga Way as a two-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange without the implementation of the proposed residential development.

2: The Near Term (2024) with Project scenario assumes the extension of Saratoga Way as a two-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange and proposed residential development.

Source: Kimley-Horn 2015

The significant impact at the El Dorado Hills Boulevard at Saratoga Way/Park Drive intersection can be mitigated with the addition of a southbound right-turn lane and reallocation of the traffic signal's green time. The third southbound lane is included in the County's adopted 2015 CIP as a 20-Year CIP project (Project Number GP183) and as a through lane from Lassen Lane to Saratoga Way. This analysis shows the need for only the southbound right-turn lane at the intersection. Although the improvement is in the CIP, payment of TIM Fees may not be sufficient mitigation since the improvement is currently in the 20-Year CIP, not the 10-Year CIP as required by General Plan Policy TC-Xf.

The significant impact at the Latrobe Road at Town Center Boulevard intersection during the p.m. peak-hour can be mitigated with the following improvements: restriping of the westbound Town Center Boulevard approach to include one shared through/left-turn lane, and two right-turn lanes; the addition of a right-turn overlap signal phase for the westbound right-turn thereby restricting southbound u-turns; and the addition of a component of Phase 2B improvements at the adjacent Highway 50 interchange with El Dorado Hills Boulevard/Latrobe Road. The interchange Phase 2B improvements are included in the County's adopted 2015 CIP as a 20- Year CIP project (Project No: 71323). Specifically, the Phase 2B improvements applied under this mitigation include the additional northbound lane connecting Town Center Boulevard with the right-turn lane at the downstream Latrobe Road intersection with the Highway 50 eastbound ramps. This also requires the optimization of the El Dorado Hills Boulevard/Latrobe Road coordinated signal system. Although some of these improvements are in the CIP, payment of TIM Fees will not be sufficient mitigation since the improvements are currently in the 20-Year CIP, not the 10-Year CIP as required by General Plan Policy TC-Xf.

The CIP also includes a line item for unprogrammed traffic signal installation, operational, and safety improvements at intersections. The line item includes improvements like construction of new traffic signals, construction of turn pockets, and the upgrade of existing traffic signal systems. The County annually monitors intersections with potential need for improvement through the Intersection Needs Prioritization Process. The Intersection Needs Prioritization Process is then used to inform the annual update to the CIP, and potential intersection improvements can be added, by the Board of Supervisors, to the CIP as funding becomes available.

Mitigation Measures

Mitigation Measure 4.7-2: Road and intersection improvements

Prior to issuance of occupancy certificates, the applicant shall coordinate with the County to improve the El Dorado Hills at Saratoga Way/Park Drive intersection by adding a southbound right-turn pocket and re-allocating the traffic signal green time, and improve the Latrobe at Town Center Drive intersection by restriping of the westbound Town Center Boulevard approach to include one shared through/left-turn lane and two right-turn lanes, adding a right-turn overlap signal phase for the westbound right-turn, and adding a component of Phase 2B improvements at the adjacent Highway 50 interchange with El Dorado Hills Boulevard/Latrobe Road. As determined by the County's Community Development Agency (CDA), the project applicant shall pay TIM fees to satisfy the project's fair share obligation towards these improvements, if they are included in the 10-Year CIP. Alternatively, as determined by the CDA, the project applicant may construct the improvements if they are needed, but not included in future updates to the 10-Year CIP, and may be eligible for either reimbursement or fee credit for costs that exceed the project's proportional share.

Significance after Mitigation

Unacceptable operations at these intersections are due to a combination of increased traffic from planned development and changes in travel patterns associated with planned infrastructure improvements, like the Highway 50/Silva Valley Parkway interchange and the Saratoga Way extension. The Near Term (2024) analysis includes planned roadway improvements, as well as growth consistent with the 2004 General Plan and with approved and reasonably foreseeable projects within the study area. As noted, this intersection operates at unacceptable LOS F in the Near Term (2024) scenario without the project, which includes other foreseeable but unapproved projects. Therefore, the project is only responsible for its proportional share of the proposed mitigation under Near Term conditions. Because the impact is identified under the Near Term

scenario, the timing of the improvement is a function of the rate of population and employment growth. The County's TIM Fee program provides a mechanism for collecting fair share contributions for improvements in the 2015 CIP.

With implementation of Mitigation Measure 4.7-2, the applicant would be required to contribute to the County's TIM Fee program if the needed improvements are added to the 10-Year CIP, or construct the necessary improvements, as determined by the CDA. As shown in Table 4.7-22, implementation of the roadway improvements discussed above would result in acceptable intersection operations during the a.m. and p.m. peak-hours. Therefore, this impact would be reduced to a **less-than-significant** level.

Table 4.7-22 Near Term (2024) plus Project Intersection LOS with and without Mitigation

ID	Intersection	Control	Peak Hour	Near Term (2024) plus Project		Near Term (2024) plus Project, with Mitigation	
				Delay (seconds)	LOS	Delay (seconds)	LOS
3	El Dorado Hills Boulevard at Saratoga Way/Park Drive	Signal	AM	**159.6**	**F**	51.1	D
			PM	**122.4**	**F**	70.8	E
4	El Dorado Hills Boulevard at Highway 50 westbound ramps	Signal	AM	45.0	D	30.8	C
			PM	40.1	D	42.8	D
5	Latrobe Road at Highway 50 eastbound ramps	Signal	AM	21.5	C	14.9	B
			PM	12.8	B	24.0	C
6	Latrobe Road at Town Center Boulevard	Signal	AM	29.5	C	28.5	C
			PM	**91.5**	**F**	39.7	D
7	Latrobe Road at White Rock Road	Signal	AM	35.8	D	31.8	C
			PM	76.1	E	45.2	D

Notes: **Bold and shaded** represents unacceptable operations.

Source: Kimley-Horn 2015

Impact 4.7-3: Cumulative (2035) plus proposed project conditions intersection LOS impacts.

Under the cumulative (2035) conditions, the study intersections would operate between LOS B and LOS F during the a.m. and p.m. peak hours. Roadway segments would operate at LOS A and LOS B. The freeway facilities would operate from LOS B to LOS D during peak-hours. The results indicate inadequate LOS at the intersections of El Dorado Hills Boulevard and Saratoga Way/Park Drive, and Latrobe Road at Town Center Boulevard. Because these intersections would continue to experience LOS F conditions and the project would contribute more than 10 peak-hour trips, this impact would be **significant.**

With implementation of Mitigation Measures 4.7-1b and 2, however, these impacts would be **less than significant.**

Traffic volumes for Cumulative (2035) conditions were developed using the El Dorado County TDM, as described previously. In order to maintain consistency between post-processing model assumptions reflecting the circulation impacts of specific land use and transportation improvements made for this project's analysis and other ongoing project analyses in the County, factors based on draft turn movement and freeway estimates provided by the County for the Central El Dorado Specific Plan project were applied to future traffic estimates for this project. The cumulative plus project scenario includes four-lane Saratoga Way, in addition to projects listed in the prior section.

Cumulative plus project conditions are shown in Exhibit 4.7-10, as well as Tables 4.7-23, 4.7-24, and 4.7-25. Unacceptable operations at the El Dorado Hills Boulevard at Saratoga Way/Park Drive and Latrobe Road at Town Center Boulevard intersections are due to a combination of increased traffic from planned development and changes in travel patterns associated with the planned infrastructure improvements, such as the Highway 50/Silva Valley Parkway interchange. The Cumulative (2035) analysis includes planned

roadway improvements, as well as growth consistent with the *2004 General* Plan and with approved and reasonably foreseeable projects within the study area. These intersections operate at unacceptable LOS F in the Cumulative (2035) scenario without the project. In addition, more than 10 peak-hour trips would occur at these intersections as a result of implementation of the project. Thus, this impact would be **significant.**

Unacceptable operations at this intersection are due to a combination of increased traffic from planned development and due to changes in travel patterns associated with planned infrastructure improvements, such as the Highway 50/Silva Valley Parkway interchange and the Saratoga Way extension. The Cumulative (2035) analysis includes planned roadway improvements, as well as growth consistent with the 2004 General Plan and with approved and reasonably foreseeable projects within the study area. As noted, this intersection operates at unacceptable LOS F in the Cumulative (2035) scenario without the project. Therefore, the project is only responsible for its proportional share of the proposed mitigation under Cumulative conditions. Since the impact is identified under the Cumulative scenario, the timing of the improvement is a function of the rate of population and employment growth. The County's TIM Fee program provides a mechanism for collecting fair share contributions for improvements in the 2015 CIP.

Table 4.7-23 Cumulative (2035) and Cumulative plus Project Conditions Intersection LOS

ID	Intersection	Control	Peak Hour	Cumulative (2035)		Cumulative (2035) plus Project	
				Delay (seconds)	LOS	Delay (seconds)	LOS
1	El Dorado Hills Boulevard at Wilson Boulevard	Signal	AM	55.9	E	61.9	E
			PM	40.2	D	55.7	E
2	El Dorado Hills Boulevard at Serrano Parkway/Lassen Lane	Signal	AM	66.3	E	56.3	E
			PM	29.5	C	28.5	C
3	El Dorado Hills Boulevard at Saratoga Way/Park Drive	Signal	AM	**102.6**	**F**	66.1	E
			PM	**112.7**	**F**	**92.1**	**F**
4	El Dorado Hills Boulevard at Highway 50 westbound ramps	Signal	AM	30.2	C	29.7	C
			PM	37.5	D	39.7	D
5	Latrobe Road at Highway 50 eastbound ramps	Signal	AM	16.9	B	17.3	B
			PM	15.9	B	15.2	B
6	Latrobe Road at Town Center Boulevard	Signal	AM	42.5	D	43.1	D
			PM	**101.6**	**F**	**99.9**	**F**
7	Latrobe Road at White Rock Road	Signal	AM	32.0	C	33.4	C
			PM	60.5	E	60.3	E
8	Saratoga Way at Wilson Boulevard (Project Only)	SSSC[3]	AM	-	-	3.7 (20.3 southbound)	C
			PM	-	-	1.6 (18.2 southbound)	C
9	Saratoga Way at Finders Way	SSSC[3]	AM	1.0 (18.5 southbound)	C	0.9 (20.3 southbound)	C
			PM	0.6 (13.3 southbound)	B	0.7 (15.1 southbound)	C
10	Saratoga Way at Arrowhead Drive	SSSC[3]	AM	0.4 (19.4 southbound)	C	0.4 (17.4 southbound)	C
			PM	0.3 (17.0 southbound)	C	0.3 (17.4 southbound)	C

Notes: **Bold and shaded** represents unacceptable operations.

1: The Cumulative (2035) scenario assumes operation of the extension of Saratoga Way as a four-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange without the implementation of the proposed residential development.

2: The Cumulative (2035) with Project scenario assumes the extension of Saratoga Way as a four-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange and proposed residential development.

3: Side Street Stop Controlled (SSSC) intersections are reported with the overall intersection delay followed by the delay of the worst approach. The reported LOS corresponds to the worst approach.

Source: Kimley-Horn 2015

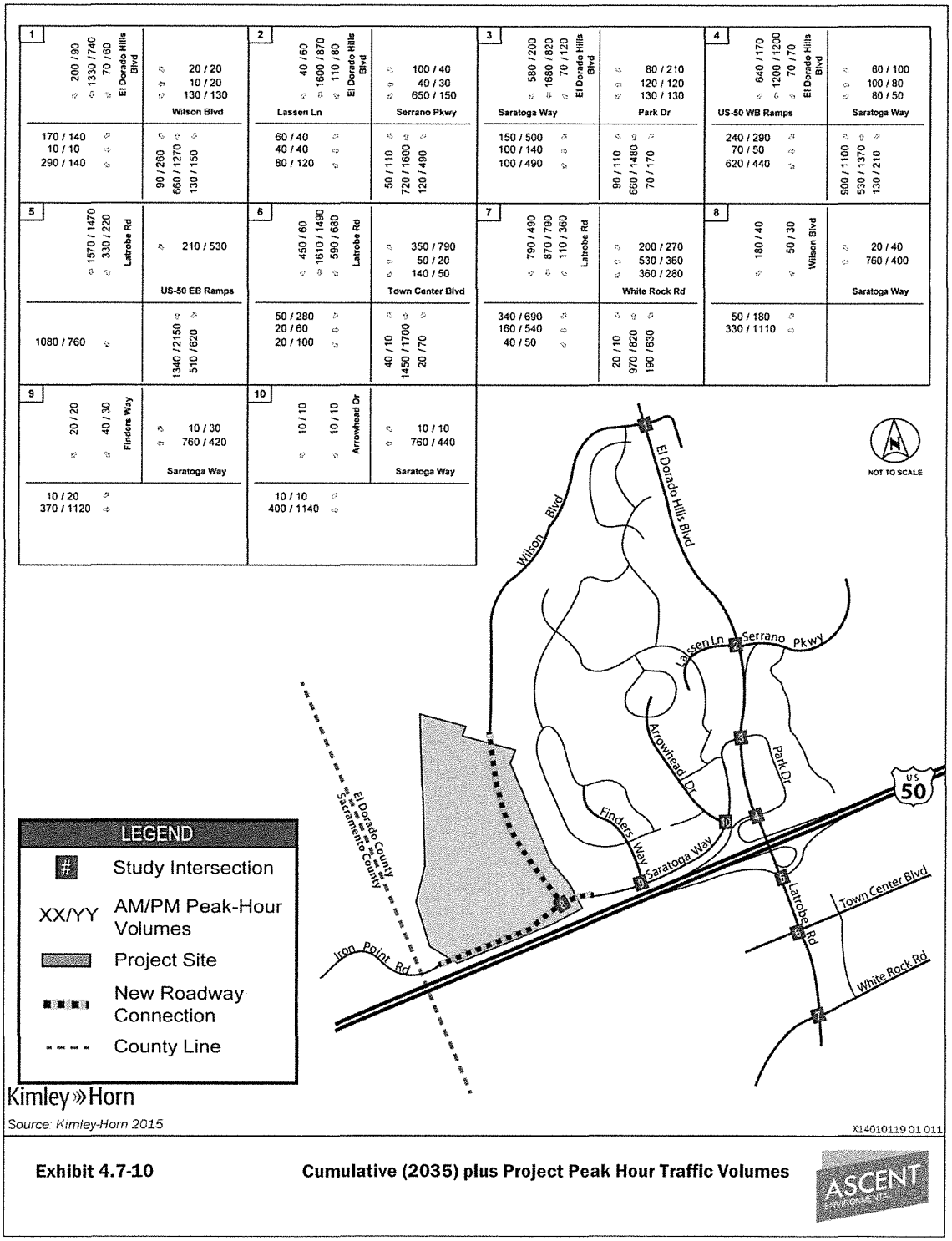

Exhibit 4.7-10 **Cumulative (2035) plus Project Peak Hour Traffic Volumes**

Table 4.7-24 Cumulative (2035) and Cumulative plus Project Freeway Facilities LOS

Highway 50				Cumulative (2035)[1]		Cumulative (2035) with Project[2]	
Direction	Segment	Type	Peak Hour	Density[3]	LOS	Density[3]	LOS
Eastbound	West of Latrobe Road southbound off ramp	Basic	AM	13.7	B	13.7	B
			PM	19.0	C	19.0	C
	Latrobe Road southbound off ramp	Diverge	AM	24.4	C	24.2	C
			PM	27.9	C	28.0	C
	El Dorado Hills Boulevard northbound off ramp	Diverge	AM	16.3	B	16.3	B
			PM	23.5	C	23.5	C
	El Dorado Hills Boulevard northbound off ramp to Latrobe Road on ramp	Basic	AM	9.1	A	9.2	A
			PM	13.9	B	13.9	B
	Latrobe Road on ramp	Merge	AM	19.9	B	20.0	B
			PM	24.5	C	24.6	C
	East of Latrobe Road on ramp	Weave[4]	AM	-	B	-	B
			PM	-	C	-	C
Westbound	East of El Dorado Hills Boulevard off ramp	Weave[4]	AM	-	C	-	C
			PM	-	B	-	B
	El Dorado Hills Boulevard off ramp	Diverge	AM	20.8	C	20.8	C
			PM	19.0	B	19.0	B
	El Dorado Hills Boulevard off ramp to El Dorado Hills Boulevard on ramp	Basic	AM	12.4	B	12.4	B
			PM	11.2	B	11.2	B
	El Dorado Hills Boulevard on ramp	Merge	AM	25.2	C	25.2	C
			PM	21.8	C	21.8	C
	West of El Dorado Hills Boulevard on ramp	Weave[4]	AM	-	D	-	D
			PM	-	C	-	C

Notes:
1: The Cumulative (2035) scenario assumes operation of the extension of Saratoga Way as a four-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange without the implementation of the proposed residential development.
2: The Cumulative (2035) with Project scenario assumes the extension of Saratoga Way as a four-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange and proposed residential development.
3: Density measured in passenger cars/mile/lane
4: Weave segments are analyzed using the Leisch Method, which is not based on density.
Source: Kimley-Horn 2015

Table 4.7-25 Cumulative (2035) and Cumulative plus Project Roadway Segment LOS

Location	Peak-Hour	Analysis Direction	Cumulative (2035)[1]		Cumulative (2035) plus Project[2]	
			LOS	Density	LOS	Density
Saratoga Way, West of Project	AM	WB	B	11.1	B	11.8
		EB	A	4.3	A	4.7
	PM	WB	A	4.8	A	5.8
		EB	B	14.8	B	16.0
Saratoga Way, East of Project	AM	WB	A	10.9	A	9.6
		EB	A	4.7	A	5.1
	PM	WB	A	5.1	A	5.6
		EB	B	14.9	B	14.3

Notes: Density measured in passenger cars/mile/lane
1: The Cumulative (2035) scenario assumes operation of the extension of Saratoga Way as a four-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange without the implementation of the proposed residential development.
2: The Cumulative (2035) with Project scenario assumes the extension of Saratoga Way as a four-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange and proposed residential development.
Source: Kimley-Horn 2015

Mitigation Measures

Mitigation Measure 4.7-1a: Pay TIM Fees

Implement Mitigation Measure 4.7-1a, as described above.

Mitigation Measure 4.7-1b: Complete a Signal Timing Plan

Implement Mitigation Measure 4.7-1b, as described above.

Mitigation Measure 4.7-2: Road and intersection improvements

Implement Mitigation Measure 4.7-2, as described above.

Significance after Mitigation

The significant impact at the El Dorado Hills Boulevard at Saratoga Way/Park Drive intersection can be mitigated by performing signal cycle length optimization and reallocation of green time. This would be implemented by the applicant through preparation and implementation of a signal timing plan for the El Dorado Hills Boulevard at Saratoga Way/Park Drive intersection, as described in Mitigation Measure 4.7-1b.

With implementation of Mitigation Measure 4.7-2, the applicant would be required to construct the necessary improvements or contribute to the County's TIM Fee program if the improvements are included in the 10-Year CIP, as determined by the CDA. As shown in Table 4.7-26, implementation of the roadway improvements discussed above would result in acceptable intersection operations during the p.m. peak-hour. Therefore, this impact would be reduced to a less-than-significant level.

Table 4.7-26 Cumulative (2035) plus Project Intersection LOS with and without Mitigation

ID	Intersection	Control	Peak Hour	Cumulative (2035) plus Project[1]		Cumulative (2035) plus Project[1], with Mitigation	
				Delay (seconds)	LOS	Delay (seconds)	LOS
3	El Dorado Hills Boulevard at Saratoga Way/Park Drive	Signal	AM	66.1	E	67.5	E
			PM	**92.1**	**F**	67.1	E
4	El Dorado Hills Boulevard at Highway 50 westbound ramps	Signal	AM	29.7	C	30.4	C
			PM	39.7	D	43.3	D
5	Latrobe Road at Highway 50 eastbound ramps	Signal	AM	17.3	B	17.1	B
			PM	15.2	B	15.8	B
6	Latrobe Road at Town Center Boulevard	Signal	AM	43.1	D	29.4	C
			PM	**99.9**	**F**	38.8	D
7	Latrobe Road at White Rock Road	Signal	AM	33.4	C	33.1	C
			PM	60.3	E	59.9	E

Notes: **Bold and shaded** represents unacceptable operations.

1: Assumes the extension of Saratoga Way as a four-lane roadway between Finders Way and Iron Point Road and the Highway 50/Silva Valley Parkway interchange and proposed residential development.

Source: Kimley-Horn 2015

Impact 4.7-4: Construction-related traffic impacts.

Construction of the project would result in temporary construction traffic and temporary disruption to traffic circulation along roadways near the project site. The amount of construction activity would vary depending on the particular type, number, and duration of usage for the varying equipment, and the phase of construction. This would be a **potentially significant** impact.

With preparation of a construction traffic management plan, as described in Mitigation Measure 4.7-4, this impact would be **less than significant.**

Construction would include four basic phases: grading, infrastructure improvements, building construction, and installation of park improvements. It is anticipated that construction would occur between 2017 and 2022. Up to 138 construction workers would be on the site during the most labor-intense phase of construction, which would generate approximately 240 one-way vehicle trips per day (assuming vehicle occupancy of 1.15 workers per vehicle). Up to 44 vendor trucks would access the site in a day, which would generate 87 one-way trips.

Project construction would result in a short-term traffic increase associated mostly with workers commuting and material delivery (typically by truck). The proposed project would use primarily onsite soil for fill requirements (a "balanced" site) and would, therefore, require minimal import/export of fill material. The amount of construction activity would vary depending on the particular type, number, and duration of usage for the varying equipment and the phase of construction. These variations would affect the amount of project-generated traffic for both worker commute trips and material deliveries. However, during peak periods of construction, it is anticipated that construction-related traffic would be substantial and, without appropriate controls in place to manage construction traffic, could adversely affect the operation of study area roadways and intersections. This would be a **potentially significant** impact.

Mitigation Measures

Mitigation Measure 4.7-4: Prepare and implement a construction traffic management plan.

The applicant (or designated construction manager) shall prepare a construction Traffic Management Plan (TMP) in consultation with the El Dorado County Transportation Division, as well as all other applicable transportation entities, including Caltrans for state roadway facilities and City of Folsom for city roadway facilities. The TMP will ensure that construction traffic does not result in exceedance of peak-hour LOS at existing affected transportation facilities beyond baseline conditions. The County will ensure implementation of the construction TMP during all applicable construction phases. The TMP would address the following, as needed:

- scheduling for oversized material deliveries to the work site and haul routes, including flagging, scheduling off-peak deliveries (recognizing applicable noise standards may limit early morning/evening deliveries);
- coordination of construction traffic with other concurrent, major construction projects in the same local transportation network;
- other actions to be identified and developed as may be needed by the construction manager/resident engineer to ensure that temporary impacts on transportation facilities are minimized. Such actions could include offering a ride-sharing program for construction workers, offering some flexibility for start- and end-work times, and even restricting peak hour construction trips, if necessary.

The TMP would include an up-to-date evaluation of current operational characteristics of the roadways to verify that the plan is successful, or to identify whether additional measures should be added (as described above).

Significance after Mitigation
The construction TMP would reduce the significance of this impact by reducing peak hour construction traffic and would substantially improve and manage construction-related traffic conditions on area roadways. Therefore, this impact would be reduced to **less than significant.**

Impact 4.4-5: Pedestrian, bicycle, and transit facilities impacts.

The project would be required to construct onsite roadway and pedestrian facilities in accordance with County design guidelines. These onsite pedestrian and bicycle facilities would connect the project with the future adjacent Class II bike lanes along Saratoga Way. Through this connection to the proposed bike lane network, the project would provide continuity with adjacent projects, schools, parks, and other public facilities. This impact would be **less than significant.**

According to the El Dorado County Bicycle Transportation Plan, Class II bike lanes are proposed for Saratoga Way in the vicinity of the project site. While the project would not result in removal of a bikeway/bike lane or prohibition of implementation of the facilities identified in the plan, it is required to include pedestrian/bicycle paths connecting to adjacent commercial, research and development, or industrial projects and any schools, parks, or other public facilities. The proposed project would be required to construct on-site roadway and pedestrian facilities in accordance with County design guidelines. These onsite pedestrian and bicycle facilities would connect the project with the future adjacent Class II bike lanes along Saratoga Way. Through this connection to the proposed bike lane network, the project would provide continuity with adjacent projects, schools, parks, and other public facilities and would be consistent with the El Dorado County Bicycle Transportation Plan. This impact would be **less than significant.**

Mitigation Measures

No mitigation is required.

Impact 4.7-6: Access and circulation impacts.

Based on a review of general access and onsite circulation conducted by a traffic engineer, adequate access to/from Saratoga Way and the surrounding transportation network would be provided. Thus, this impact would be **less than significant.**

The project includes connection of Saratoga Way and Wilson Boulevard, which would increase community connectivity and promote emergency access. The project would be required to provide fire and emergency medical services to the project site consistent with the *El Dorado County General Plan*, State Fire Safety Regulations, as adopted by El Dorado County, and the California Fire Code, as amended locally. These include requirements related to emergency vehicle access, including roadway widths and turning radii. Through these measures, the project would be designed to allow for adequate emergency vehicle access and private vehicle evacuation.

The site plan for the proposed project was qualitatively reviewed for general access and onsite circulation. According to the site plan, primary access to the site would be provided from Wilson Boulevard via its connectivity to Saratoga Way and existing Wilson Boulevard to the north. Additionally, secondary right in/right out access would be provided from Saratoga Way, west of Wilson Boulevard. Detailed LOS and delay data were previously reported for the Saratoga Way intersection with Wilson Boulevard. The combination of these access points, as well as the onsite circulation system, would provide adequate access to/from Saratoga Way and improve connectivity associated with the surrounding transportation network. Thus, this impact would be **less than significant.**

Mitigation Measures

No mitigation is required.

Impact 4.7-7: Traffic safety impacts.

Several intersections in the project area have been identified as areas prone to vehicle accidents. Although the project is consistent with the amount of development contemplated in the County's recent TDM and land use update, it would result in introduction of additional people to unsafe intersections and roadway segments. However, because existing safety issues in the project vicinity have either recently been corrected, or improvements are imminent, this impact would be **less than significant.**

According to the County's *2011 Accident Location Study*, three or more accidents occurred during a three-year period between January 1, 2009, and December 31, 2011 at each of several study area sites (i.e., intersections and roadway segments). According to the study, these sites were selected for investigation and determination of corrective action(s). Table 4.7-27 provides a summary of the study area sites and the status of their identified actions.

Table 4.7-27 Project Area Sites Selected for Accident Investigation

Site #	Location Description	Accident Rate[1]	Identified Action Status
13	El Dorado Hills Boulevard, Highway 50 on/off ramps	1.07	Pending Improvements
14	El Dorado Hills Boulevard, North of Lassen/Serrano Parkway	0.25	None Required
15	El Dorado Hills Boulevard, South of Wilson Boulevard	0.12	None Required
32	Latrobe Road, at White Rock Road	0.24	None Required
33	Latrobe Road, Town Center Boulevard to Highway 50	1.34	Recent Improvements
57	Serrano Parkway, vicinity of El Dorado Hills Boulevard	0.32	None Required

1: Accidents per Million Vehicles for single sites (intersections/curves), Accidents per Million Vehicle Miles for roadway sections.

Source: El Dorado County 2012

According to the study, four sites do not require further review, but would continue to be monitored and any subsequent increase in the frequency of accidents may necessitate further review and analysis. One site has a pending improvement and it is anticipated that, upon completion, the improvement would substantially reduce the number of accidents.

The proposed project is consistent with the land use designation and zoning density for the site. As such, the size and magnitude of the proposed project (317 single-family units) is consistent with the amount of development contemplated in the County's recent TDM and land use update. Because this development is similar to surrounding land uses in the area, potential traffic safety impacts would be related to the introduction of additional people to unsafe intersections and roadway segments. However, existing safety issues in the project vicinity have either recently been corrected, or improvements are imminent. In addition, as described under Impact 4.7-6, the circulation system would provide adequate access to/from Saratoga Way and the surrounding transportation network, and does not contain sharp curves or other roadway features that could be considered unsafe. Thus, this impact would be **less than significant.**

Mitigation Measures

No mitigation is required.

13

El Dorado Hills Area Planning Advisory Committee
1021 Harvard Way
El Dorado Hills, CA 95762

May 6, 2016

El Dorado County Community Development Agency
Development Services Department, Planning Division
Attn: Jennifer Franich, Associate Planner
2850 Fairlane Court
Placerville, CA. 95667

Subject: APAC Subcommittee Comments on the Draft Environmental Impact Report for the Saratoga Estates project

Dear Jennifer,

The EDH APAC Saratoga Estates subcommittee submits the following comments on the DEIR. Please note that the full APAC committee will review the recommendations of this subcommittee at its next monthly meeting on Weds. May11th and will submit a final letter shortly thereafter.

Overall, this DEIR is one of the most thorough and comprehensive CEQA documents that we have reviewed recently, and includes serious and thoughtful considerations of impact mitigation.

Specific comments on the DEIR follow:

Section 4.7 Transportation and Circulation:

Exhibit 4.7-3 and pages 4.7. 1 and 4.7.3 and others: The APAC subcommittee disagrees with the County TMD modeling results that the Saratoga Way connection to Iron Point Road will be adequate as a two lane road initially. Once the residents of EDH and Folsom discover that this road has been opened, the traffic volumes will dictate the need for a 4 lane road. Don't short change the EDH residents, put in a four lane road as part of the project, not later, which will also save significant CIP resources in the long run for other needed projects. Likewise, the Wilson Blvd connection to Saratoga Way also needs to be built as a 4 lane road (instead of 2 lanes) at the time the project is built. During peak demand periods when the intersection of El Dorado Hills Blvd and Highway 50 are near gridlock, residents will use the Wilson Blvd to Saratoga Way routing as a cut-off to circumvent the traffic problems near Hwy 50. 13-1

Impact 4.7-6 and others: From discussions with the project planner, and the developer, our understanding is that most if not all of the streets within the project will have 28 foot 13-2

El Dorado Hills APAC - Non-partisan Volunteers Planning Our Future

roadway widths and thus only allow parking on one side of the residential streets. This creates real issues in terms of enforcement of the restricted parking condition. Who is going to enforce the requirement when parties or large gatherings are held inside the residences? A public safety issue is created without enforcement. Will our Sheriff's department or CHP or HOA security enforce the restriction? APAC supports the use of 32 foot minimum roadway widths for internal circulation and thus parking on both sides of the street to eliminate the costly burden of enforcement to allow emergency vehicles the proper access at all times. 13-2 cont.

APAC appreciates having the opportunity to provide comments for this DEIR. If you have any questions please contact John Hidahl, the subcommittee chairperson hidahl@aol.com or (916) 933-2703; or Ellison Rumsey, 2016 APAC Chairman at aerumsey@sbcglobal.net or (916 358-5733).

Sincerely,

John Hidahl

John Hidahl
APAC Subcommittee Chair
Cc: EDCo Planning Commission
EDCo BOS
APAC read file

El Dorado Hills APAC - Non-partisan Volunteers Planning Our Future

13 John Hidahl, Subcommittee Chair
El Dorado Hills Area Planning Advisory Committee
May 6, 2016

13-1 The Draft EIR and Traffic Impact Study for the proposed project analyzed the two-lane Saratoga Way extension under the Existing and Near Term scenarios, with and without the proposed project. As shown in Tables 4.7-15, 4.7-17, 4.7-19, and 4.7-21 of the Draft EIR, the study intersections and roadway segments along Saratoga Way would operate acceptably at LOS E or better during the AM and PM peak hours. This analysis demonstrates that traffic levels under existing conditions, and in the near future, would be accommodated sufficiently with a two-lane Saratoga Way extension. The commenter suggests that Wilson Boulevard should be built as a four-lane facility. The commenter states that residents in the area will divert to Wilson Boulevard "when the intersection of El Dorado Hills Boulevard and Highway 50 are near gridlock." As demonstrated in the Draft EIR, US 50/El Dorado Hills Boulevard interchange operates acceptably during both peak hours under existing, near term, and cumulative conditions (see Tables 4.7-15, 4.7-16, 4.7-19, 4.7-20, 4.7-23, and 4.7-24). Further, the County recently finished construction of the US 50/Silva Valley Parkway interchange, located less than one mile from the US 50/El Dorado Hills Boulevard interchange. This major infrastructure project was built, in part, to prevent unacceptable operations at the US 50/El Dorado Hills Boulevard interchange from occurring. The Draft EIR analysis concludes that both the highway and local street intersections that are part of the State Highway System will operate acceptably. Without gridlock at the interchange or on US 50, residents will not likely divert to Wilson Boulevard or Saratoga Way, unless they live in the immediate area, as this route will take longer to reach destinations in the City of Folsom and beyond. The County's travel demand model does not indicate that Wilson Boulevard will require four lanes to maintain acceptable LOS.

Additionally, it should be noted that the traffic analysis assumes background traffic growth from other proposed, but not yet approved, projects, such as the Central El Dorado Hills Specific Plan, the Town Center Apartments, and Dixon Ranch. Therefore, the traffic levels and LOS results contained in the Draft EIR are very conservative. The analysis demonstrates that the Saratoga Way extension and Wilson Boulevard would operate acceptably as two-lane roadways for many years, even if other nearby development projects are constructed.

Further, the County's 20-Year Capital Improvement Program (CIP) contains a project to widen Saratoga Way from two to four lanes. The County updates the CIP annually. If the traffic operations necessitate the widening of Saratoga Way from two to four lanes earlier than projected, and if funding is available, the Board of Supervisors can revise the priority of this improvement.

13-2 The minimum County Standard road width applicable to the internal streets is 28 feet. Since these are private streets, the primary enforcement mechanism would be the Home Owner's Association (HOA), similar to conditions in Serrano, Promontory, and other development projects with private road systems. However, the El Dorado Hills Fire Department (EDHFD) has authority for enforcement, and has historically enforced parking restrictions within some areas of El Dorado Hills where a lack of enforcement affects public safety. It is expected that the EDHFD will continue to enforce access requirements of the Fire Code and State and local Fire Safe Standards.

El Dorado Hills Townhouses Association
P.O. Box 4572
El Dorado Hills, CA 95762

5

16 APR 29 AM 11:26

RECEIVED
PLANNING DEPARTMENT

April 20, 2016

County of El Dorado Developmental Services Division
Jennifer Franich
2850 Fairlane Court
Placerville, CA 95667

RE: Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Proposed Saratoga Estates Project (Saratoga Estates)

Jennifer Franich:

In spite of our specific request in the NOP, the Saratoga Estates DEIR did not analyze the environmental impacts due to increased cut-through traffic on Mammouth Way and Arrowhead Drive. The commute traffic from El Dorado Hills Boulevard and Saratoga Way will make a right turn onto Mammouth Way to cut-through the neighborhood. This fact was expressly recognized by the previous Saratoga Way Extension Project and the El Dorado County Board of Supervisors (BOS) at the June 29, 2010 public hearing. 5-1

The Saratoga Way Extension Project EIR and the Traffic Infusion on Residential Environment (TIRE Index) indicated that the projected 2030 traffic trips on Arrowhead Drive will increase almost three times present levels. The Project will result in impacts to neighborhood noise levels, traffic, air quality, and neighborhood safety, etc. The Saratoga Estates DEIR fails to consider the impacts to Hills and Scenic Courts, as well as other neighborhood roadways (Mammouth Way and Arrowhead Drive) within the Project area. 5-2

The Saratoga Estates DEIR explicitly withholds information and therefore violates our right for public review under CEQA. Where is the DOT memo referenced by Kim Shultz? She states "I can see reading DOT memo that a left turn from Mammoth (sic) Way will not be permitted." (Shultz email dated April 7, 2015, Saratoga Estates DEIR). We have searched the entire DEIR and there is no mention of Mammouth Way (except by Shultz), let alone prohibiting a left turn from Mammouth Way onto Saratoga Way. Forcing a circumvented route through the neighborhood is not a feasible option, as previously addressed through testimony at Board meetings and during litigation. 5-3

Furthermore, El Dorado County did not disclose the prohibition of a left turn (from Mammouth Way onto Saratoga Way) when Saratoga Way was "realigned" in spite of the multiple hearings, Board approval of the EIR and testimony in Court. In 2000, El Dorado County approved a project known as the U.S. Highway 50 /El Dorado Hills Boulevard-Latrobe Road Interchange Project (Highway 50 Project). The Highway 50 Project specifically made it clear that a separate and thorough EIR would be completed on the proposed extension of Saratoga Way to the City of Folsom. An EIR on Saratoga Estates does not fulfill this obligation of the County as outlined in previous EIRs and its testimony in court proceedings. 5-4

The County's understanding of its obligation to complete a separate EIR on the extension is evident in the fact that an EIR was completed on the "Saratoga Way Extension Project." On July 26, 2010, however, the El Dorado County and the BOS *withdrew* approval of the Saratoga Way Extension Project that would connect Saratoga Way in El Dorado Hills, CA with Iron Point Road in the City of Folsom. 5-4 cont.

We have not been contacted for updated noise testing on the townhouses as requested. As a result of the Highway 50 Project which realigned Saratoga Way, certain mitigation measures were implemented. These mitigation measures included dual paned windows in only the second story of a handful of the impacted residences. At no time did the noise study measure actual noise levels after the re-routing of Saratoga Way or test the effectiveness of the mitigation measures. Most residences did not receive dual pane windows including townhouse residents who are at a higher elevation than the first row of six two story townhouses; and also have a clear, unobstructed view of Saratoga Way.

Part of the mitigation measures implemented under the prior Highway 50 Project was to install a sound wall, sidewalks and landscaping along the western side of Saratoga Way between the intersections of Mammouth Way and Arrowhead Drive. The landscaping in particular was placed to mitigate the adverse visual impacts of the sound wall. The landscaping is helpful in adverting criminal activity, noise and incidents of graffiti (e.g. urban decay). In expanding Saratoga Way from two to four lanes, much if not all of the mitigation landscaping from the Highway 50 Project will be removed. The impacts of removing this mitigation measure should be analyzed in the Saratoga Estates Project EIR. There should not be a four lane Saratoga Way if it removes a mitigation measure from another project. 5-5

The April 1, 2015 Traffic Impact Analysis prepared on Saratoga Estates only acknowledges the addition of **3,000** trips a day from the "proposed project." This totally contradicts previous traffic studies which indicate the impact of the extension of Saratoga Way to the city of Folsom will be at least **15,000** cars a day on Saratoga Way. This contradiction gives the appearance of an attempt to hide the true numbers when it is convenient to exclude numbers (from the extension of Saratoga Way) within the ambiguous definition of the project. 5-6

This letter is not totally inclusive of all of our concerns as we requested that the DEIR address any potential impacts including air quality, visual impacts, aesthetics, blight and ramifications thereof as well as cumulative impacts. Alternatives to the Project have not been considered. For example, the roadways adjacent to other neighborhoods could connect to the City of Folsom, which would alleviate the significant impact on any particular neighborhood. We cannot be expected to absorb the brunt of the impacts at our detriment (e.g., cut-through traffic, limiting our access in/out of our neighborhood, etc.). 5-7

It is ironic that U.S. Highway 50 traffic is a priority over our local streets. Our intersections (Saratoga Way@ Arrowhead and El Dorado Hills Boulevard @ Park Drive) drastically decrease from a LOS A and LOS C to a LOS E and LOS F, respectively in 2020 as a result of the Saratoga Way extension. Why does DOT want local streets to have a lower level of service than U.S. Highway 50? The DEIR Table 4.7-8 shows freeway segments that will be at least LOS C, B and even A. The DEIR appears to brags about that the 5-8

extension of Saratoga Way is anticipated to alleviate traffic on Highway 50, as if to entice the approval of the project. We find it odd that the DEIR includes an email dated 2005 from Richard Sheppard, DOT Director who tells Joe Harn that his department is working with a developer to expedite the Saratoga Way extension project. Why would an email that is dated 11 years ago be included as correspondence on the current project?

Unlike Highway 50, our neighborhood has pedestrians, a park, an elementary school entrance, and school bus stops that should increase priority when considering the impacts of traffic. Arrowhead Drive and Mammouth Way are narrow streets without sidewalks, bike paths or street lamps. Further, increased traffic on Saratoga Way and the cut-through traffic through neighboring roads could result in decreased property values, which in turn could result in additional foreclosures, abandonments and crime in the surrounding neighborhoods. 5-8 cont.

We request notification of the availability of the EIR; and the schedule of any meetings and public hearings by Planning Commission and/or Board of Supervisors on this project. 5-9

Richard Harris, President

Hilary Krogh, Vice President

Brandy Dollins, Treasurer

Mayda Malacara, Secretary

Gloria McAdon, Member-at Large

CC: El Dorado County Board of Supervisors
El Dorado County Planning Commission

5 Richard Harris and other members of the Board
El Dorado Hills Townhouses Association
April 29, 2016

5-1 The commenter suggests that the project will result in an increase in the volume of traffic using the neighborhood streets, in particular Mammouth Way and Arrowhead Drive. The Draft EIR includes a detailed evaluation of the potential traffic-related impacts associated with implementation of the proposed project, which includes development of 317 single-family residential units, as well as the extension of Saratoga Way to Iron Point Road and the extension of Wilson Boulevard to intersect with the proposed Saratoga Way extension. Section 4.7, "Transportation and Circulation" addresses the project's potential to result in impacts to the local and regional transportation network. Section 4.7 is based on a Traffic Impact Study prepared in 2015 by Kimley-Horn, transportation consultants. The Draft EIR evaluates traffic-related impacts to study area intersections and roadway segments under existing, near-term, and cumulative (2035) conditions. The intersections and roadway facilities selected for analysis represent the most likely roadway facilities to be affected by the proposed project. Although other roadway segments and intersections would experience changes in traffic volume as a result of the proposed project, the impacts to these facilities would generally be less than the study roadway facilities.

The project related increase in traffic volumes near the El Dorado Hills Townhouses Association property would include both a shift in background traffic volumes using the Saratoga Way extension to Iron Point Road, and new trips from the project's 317 single-family dwelling units. Neither volume component would be considered as "cut through" traffic through the subject neighborhood. These trips (those to and from Folsom using Saratoga Way/Iron Point Road, and the project's newly generated trips) are reasonably anticipated to use the primary roadways (Saratoga Way, Wilson Boulevard, and El Dorado Hills Boulevard) in this area to complete their trips. Without an origin or destination within the El Dorado Hills Townhouses Association property or surrounding neighborhood, these trips have no reason to deviate from these primary routes. The extension of Saratoga Way to Iron Point Road, and the extension of Wilson Boulevard to Saratoga Way are acknowledged to result in a shift in the local neighborhoods' trips. This shifting of traffic from a condition that is almost entirely reliant of El Dorado Hill Boulevard access, to a condition with new connectivity to and from the west via Saratoga Way and Iron Point Road, is anticipated to improve the balance of the local traffic patterns by splitting trips between these high-quality, viable routes. As a result, while the volume of traffic using Saratoga Way is anticipated to increase, neither the rerouted trips associated with the connectivity to Iron Point Road in Folsom or the newly generated project trips would reasonably be anticipated to deviate from their routes in favor of the more circuitous local road routes including Mammouth Way and Arrowhead Drive. Finally, the "right turn onto Mammouth Way" movement mentioned by the commenter would more than likely be reduced as a result of the project as a portion of these existing trips would change their patterns and approach the neighborhood from the west using Saratoga Way.

5-2 See response to comment 5-1 above, which describes the methodology Kimley-Horn used to identify roadway and intersection facilities to be analyzed in the Traffic Impact Study, as well as an explanation of the anticipated shift of local neighborhood traffic patterns resulting from the extension of Saratoga Way to Iron Point Road in Folsom, and Wilson Boulevard to Saratoga Way. The Kimley-Horn Traffic Impact Study was conducted independently of (and much more recently than) the Saratoga Way Extension Project EIR.

However, it should be noted that the TIRE Index analysis completed for the Saratoga Way Extension Project DEIR, concluded that the roadway extension project would result in less-

than-significant impacts to potential residential neighborhood cut-through traffic and diverted trips (pages 3-29 and 3-30 of the Saratoga Way Extension Project DEIR, dated August 2009).

5-3 The proposed project does not include any further turn restrictions or roadway geometric changes at the intersection of Saratoga Way and Mammouth Way. The comment is unclear as to the source of the Department of Transportation (DOT) memo that indicated a turn restriction; therefore, this assertion could not be confirmed. The Saratoga Way Extension Project Draft EIR, completed in 2009, describes turn restrictions at this intersection as part of the Saratoga Way Extension Phase II project. The Saratoga Estates Project Draft EIR analyzes the residential project and Phase I of the Saratoga Way Extension project (two-lane roadway extension). Since approvals for the 2009 Saratoga Way Extension Project Draft EIR were rescinded by the Board of Supervisors and the Saratoga Estates Project Draft EIR covers only Phase I of the Saratoga Way project, further analysis will be required for Phase II of the Saratoga Way project. The analysis for Phase II of the Saratoga Way extension would determine whether or not further turn restrictions would be required at Mammouth Way.

5-4 This environmental document analyzes the environmental impacts of the Saratoga Way extension as a two-lane roadway from its current terminus to the County Line. Additional environmental review would be required for Phase II of the Saratoga Way extension project, which would widen Saratoga Way from two lanes to four lanes.

The proposed project does not include any further turn restrictions or roadway geometric changes at the intersection of Saratoga Way and Mammouth Way. See response 5-3 above.

5-5 Section 4.10 of the Draft EIR evaluates potential noise impacts associated with the project. As shown in Exhibit 4.10-1, four long-term noise measurements and two short-term noise measurements were taken at representative locations on the project site (including one long-term measurement near Saratoga Way). Post-project traffic noise from Highway 50 and local roadways was modeled, and results are shown in Table 4.10-10. The Draft EIR analysis indicates that project-related increases in traffic volumes on Saratoga Way would substantially increase noise levels at existing residences along Saratoga Way. The Draft EIR indicates that, due to the 25 dB noise attenuation of typical building construction (e.g., wood or stucco siding), interior noise levels at these residences would not exceed the 45 dBA L_{dn} interior noise standard after project implementation. Therefore, mitigation to reduce interior noise (e.g., window replacement) is not needed. (For the full discussion, please see page 4.10-18 of the Draft EIR.)

The commenter indicates that the proposed extension of Saratoga Way would result in the removal of mitigation measures associated with the Highway 50 Project. Mitigation measures installed as a result of the Highway 50 Project would not be removed as a result of the proposed extension of Saratoga Way.

5-6 The commenter indicates that the proposed project's traffic volumes (3,000 trips per day) are different from previous traffic studies' forecasts of "at least 15,000 cars a day on Saratoga Way." It is important to note that there are differences in the various studies' definitions of the "proposed project."

The residential component of the project is expected to generate approximately 3,000 trips per day. Those trips are distributed over various roadways near the project site, including Saratoga Way and Wilson Boulevard. The commenter does not cite a source of data that indicates that Saratoga Way is expected to serve approximately 15,000 cars per day, and therefore this statement cannot be verified. Saratoga Way is a planned parallel capacity route to provide residents and businesses with an alternative route to/from the west into Folsom. Saratoga Way would serve traffic from various different areas of El Dorado Hills, not just the proposed project. The 15,000 cars per day on Saratoga Way (as cited in the

comment) is not an indication of the trip generation of the proposed residential project, instead it likely indicates the traffic levels on Saratoga Way which include the proposed project and many other trips from nearby land uses.

The proposed project consists of both 317 new single-family dwelling units and the extension of Saratoga Way to Iron Point Road in Folsom. The traffic study contemplated an "Existing (2014) plus Saratoga Way (2-Lane) Extension" scenario in which a two-lane Saratoga Way extension was included for the primary purpose of quantifying the anticipated background traffic shift, and the associated operating conditions attributed to the planned roadway alone, without the 317 new dwelling units. Review of the Saratoga Way roadway segment level of service evaluation reveals that the addition of the two-lane Saratoga Way extension alone results in an approximately 12,500 daily trip increase along Saratoga Way, east of Wilson Boulevard. When this 12,500-trip increase is combined with the existing volumes of less than 1,000 vehicles per day, as well as distributed trips from the 317 new dwelling units, the total increase would amount to 15,000 vehicles per day. This demonstrates relative consistency between the studies discussed by the commenter.

5-7 The Draft EIR addresses impacts related to air quality (see Section 4.8, "Air Quality"), visual impacts (see Section 4.6, "Aesthetic and Visual Resources"), and cumulative impacts (see Section 5.1, "Cumulative Impacts"). Although the development of the project would result in physical changes to the area, the Draft EIR determined that impacts related to aesthetics would be less than significant. "Urban blight" is generally defined as the process whereby a previously functioning community, or part of a community, falls into physical disrepair. Blight occurs for a variety of reasons, many associated with depressed economic conditions. CEQA does not require an EIR to evaluate economic impacts except to the degree that those economic impacts could result in secondary physical impacts, such as blight or urban decay. The proposed project includes development of single-family homes and associated parks, open space, and infrastructure (e.g., roads, pipelines, drainage facilities), as well as extension of Saratoga Way and Wilson Boulevard. The project site is surrounded on three sides by existing single-family residential uses and associated infrastructure. The project is consistent in type and function with the surrounding residential development. There is no evidence to suggest that implementation of the proposed project would result in economic effects to the surrounding neighborhoods such that secondary physical effects would occur.

The commenter suggests that an alternative to the Saratoga Way extension—one that would connect other neighborhood roads to the City of Folsom—should have been evaluated in the Draft EIR. The purpose of the EIR's alternatives analysis is to inform lead agency decision makers of other feasible ways to achieve the basic objectives of the project, while avoiding significant impacts (Pub. Resources Code, Section 21002.1). The Saratoga Way extension is included as part of the project description and is a connection that has been included in long-term plans for the county's roadway network. Connections to Folsom from internal subdivision streets proposed as part of the project could result in other significant impacts, such as diminishing the use of open space. Other streets within El Dorado County that could connect to Folsom are outside of the project area. The Draft EIR includes a range of reasonable alternatives that are designed to reduce or avoid project impacts. See Draft EIR Section 6-3, "Evaluation of Alternatives," for more detail.

5-8 Draft EIR Section 4.7, "Traffic," evaluates potential impacts associated with implementation of the proposed project under three conditions: Existing (2014), Near Term (2024), and Cumulative (2035). Under all three conditions, with implementation of mitigation measures, the LOS of all local intersections evaluated would be LOS E or better. This would meet the County's standard for the El Dorado Hills Community Region. The County's General Plan Policy TCX-d defines the LOS thresholds for "County-maintained roads and state highways"

as LOS E in the Community Regions. Therefore, the local roadways and state highways are evaluated against the same LOS thresholds.

The 2005 email from Richard Sheppard to Joe Harn was submitted as a comment on the Notice of Preparation (NOP) and was therefore included among the NOP comments (see Appendix A of the Draft EIR). The comment does not raise any environmental issues or issues related to the adequacy of the Draft EIR.

Refer to Response to Comment 5-1 regarding cut-through traffic.

5-9 The commenter requests notification of the availability of the EIR and the schedule of future meetings. The commenter is included on the County's notification list.

6

April 23, 2016

County of El Dorado
Community Development Agency, Planning Services
Jennifer Franich
2850 Fairlane Court
Placerville, CA 95667

16 APR 29 AM 11:30
RECEIVED
PLANNING DEPARTMENT

RE: Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Proposed Saratoga Estates Project (Saratoga Estates)

Jennifer Franich:

Saratoga Way is no longer adjacent to U.S. Highway 50 as the county "realigned" and extended it as a new street turning in a northerly direction within 30 feet of my back door. The idea that Saratoga Way should be an alternative roadway to U.S. Highway 50 blatantly ignores the fact that that this "alternative highway lane" and its impacts are within 30 feet within the back doors of families. Prior to 2006, this street did not exist behind our homes nor was it planned when we purchased our homes. In its previous configuration (i.e., parallel to Highway 50), it may have been a logical frontage road. However, the extension will result in up to 17,000 cars each day on Saratoga Way and create hundreds of additional car trips on intersecting *neighborhood* streets. As requested during the Notice of Preparation (NOP), the previously documented impacts to our neighborhood should have been considered, but were not; and therefore no mitigation for the impacts was provided. 6-1

Although the NOP should have allowed agencies and interested parties the opportunity to provide a meaningful response related to the scope and content of the EIR, the decisions on the scope of this DEIR were already been made in violation of CEQA. The Saratoga Estates DEIR did not provide any traffic analysis of the cut-through traffic via Mammouth Way and Arrowhead Drive as requested. Both the Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Project and the proposed Saratoga Way Extension Project recognized that these streets will be impacted by the extension of Saratoga Way, but the Saratoga Estates DEIR failed to analyze these impacts. The DEIR did not address the impact of the noise to our homes on Scenic and Hills Courts even though I offered access to my home for an interior noise study. 6-2

The requirement to complete a separate EIR on the extension of Saratoga Way to the City of Folsom has not been fulfilled. It is inappropriate to assume that the EIR on the Saratoga Estates Project is sufficient to allow the extension of Saratoga Way to the City of Folsom. Saratoga Estates does not extend the roadway, but rather is dependent upon the extension for approval at its current proposed density. The DEIR does not address Alternatives to the Project. 6-3

I am incorporating by reference the April 20, 2016 letter submitted by the El Dorado Hills Townhouses Association. The proposed project will result in significant noise, traffic, air quality, and neighborhood safety impacts for us, but failed to include the townhouses location and intersecting streets (Mammouth Way and Arrowhead Drive) for analysis as part of the scope and content of the DEIR/EIR. 6-4

Sincerely,

Hilary Krogh

Hilary Krogh
(916) 212-0456

6 Hilary Krogh
(Resident)
April 29, 2016

6-1 See response to comments 5-1 and 5-2 above, which describe the methodology Kimley-Horn used to identify roadway and intersection facilities to be analyzed in the Traffic Impact Study, as well as an explanation of the anticipated shift of local neighborhood traffic patterns resulting from the extension of Saratoga Way to Iron Point Road in Folsom, and Wilson Boulevard to Saratoga Way. Draft EIR Section 4.7, "Traffic," evaluates potential impacts associated with implementation of the proposed project under three conditions: Existing (2014), Near Term (2024), and Cumulative (2035). Under all three conditions, with implementation of mitigation measures, the operation of all study intersections would be LOS E or better. This would meet the County's standard for the El Dorado Hills Community Region. The technical analysis does include traffic operations results for the adjacent neighborhood intersections, including Saratoga Way/Finders Way and Saratoga Way/Arrowhead Drive intersections. Both of these intersections are projected to operate at acceptable LOS in both peak hours under Existing, Near Term, and Cumulative conditions with and without the proposed project.

6-2 See responses to comment 5-1 and 5-2 above regarding selection of study roadway and intersection facilities, "cut-through" traffic, and the potential for degradation of LOS beyond County standards.

With respect to interior noise impacts resulting from increased traffic, see response to comment 5-5 above, which indicates that due to the 25 dB noise attenuation of typical building construction (e.g., wood or stucco siding), interior noise levels at residences along Saratoga Way would not exceed the 45 dBA L_{dn} interior noise standard after project implementation. (For the full discussion, please see page 4.10-18 of the Draft EIR.)

6-3 The proposed project, as evaluated in the Draft EIR, includes the development of 317 single-family residential units and associated infrastructure, including the extension of Saratoga Way and Wilson Boulevard. Construction of the Saratoga Way extension is included in Phase II of the project, which would precede full construction buildout of residences. The Draft EIR includes a range of alternatives to the proposed project, including an alternative that includes only the extension of Saratoga Way. (See Draft EIR Chapter 6, "Alternatives," for a detailed discussion of the project alternatives and the relative environmental impacts of the alternatives compared to the proposed project.)

6-4 The El Dorado Hills Townhouses Association letter is included as comment letter 5, above. As discussed in responses thereto, the Draft EIR evaluates potential noise, traffic, air quality, and neighborhood safety impacts associated with implementation of the proposed project. Although the Draft EIR did not call out the townhouses specifically, the Draft EIR analysis includes the areas in the vicinity of Saratoga Way, which includes townhouses.

Page 4.7-29 of the Draft EIR is revised as follows:

Mitigation Measure4.7-1a: Pay ~~TIM Fee~~ project's fair share of the Highway 50/Silva Valley Parkway interchange (Phase 1).

The applicant shall pay fair share fees to El Dorado County for the Highway 50/Silva Valley Parkway interchange (Phase 1) to address the project's contribution to traffic at the El Dorado Hills Boulevard at Saratoga Way/Park Drive Intersection. Fee amount shall be determined by the County. All fees shall be paid at the time of issuance of building permits. Note that since the release of the Draft EIR, the interchange (Phase 1) has been completed; therefore, the physical traffic-related impact of the project on the El Dorado Hills Boulevard at Saratoga Way/Park Drive Intersection is already mitigated. Fair share fee contribution is required for reimbursement.

Mitigation Measure 4.7-1b: Complete a Signal Timing Plan

The project applicant shall prepare and implement a signal timing plan for the intersections along El Dorado Hills Boulevard/Latrobe Road corridor from Saratoga Way/Park Drive through Town Center Boulevard to provide acceptable LOS in the a.m. and p.m. peak hours. The plan for signal optimization shall be prepared by a California-licensed civil engineer or traffic engineer obtained by the project applicant and shall be submitted to the County Transportation Division and Caltrans, as appropriate. Prior to issuance of ~~occupancy certificates~~building permit, the applicant shall ensure the signal timing improvements are completed in coordination with the County Transportation Division and Caltrans.

Significance after Mitigation

With implementation of Mitigation Measures 4.7-1a and 1b, the applicant would ~~pay TIM Fees and~~ prepare and implement optimized signal timings along the El Dorado Hills Boulevard/Latrobe Road corridor~~. As discussed above, the Highway 50/Silva Valley Parkway interchange (Phase 1), a CIP project, is currently under construction and will be completed in 2016, prior to the time at which development of the project would begin.~~ The recently completed Highway 50/Silva Valley Parkway interchange (Phase 1) consists of a new overcrossing over Highway 50, new on- and off-ramps with signalized intersections, and new bicycle and pedestrian facilities. The ~~purpose of the project is to~~ interchange provides another access point to Highway 50 for motorists in El Dorado Hills. The ~~completion of~~completed Highway 50/Silva Valley Parkway interchange will result in a redistribution of the traffic and would affect delays associated with roadways near the project site, including El Dorado Hills Boulevard and Latrobe Road. The interchange will decrease congestion on several roadways near the project site and improve travel time by providing more direct access to Highway 50 for many area residents and businesses that would otherwise be required to access Highway 50 from El Dorado Hills Boulevard, Latrobe Road, or Bass Lake Road.

Modeling of the project, in combination with operation of the Highway 50/Silva Valley Parkway and optimized signal cycle length and reallocation of the green time at intersections in the area, is provided in Table 4.7-18. As shown, under these conditions, LOS conditions would be acceptable and degraded conditions would improve. The new interchange, along with revised signal timings, would result in acceptable LOS E or better operations along the corridor during the a.m. and p.m. peak hours. Because this improvement ~~is in the TIM Fee program and will be~~has been completed prior to development on the project site, payment ~~of TIM Fees~~ of fair share fees is necessary only for reimbursement of funds expended~~will satisfy the project's fair share obligation towards this improvement~~.

Pages 4.7-34 and 4.7-35 of the Draft EIR are revised as follows:

The significant impact at the El Dorado Hills Boulevard at Saratoga Way/Park Drive intersection can be mitigated with the addition of a southbound right-turn lane and reallocation of the traffic signal's green time. The third southbound lane is included in the County's adopted 2015 CIP as a 20-Year CIP project (Project Number GP183) and as a through lane from Lassen Lane to Saratoga Way. This

analysis shows the need for only the southbound right-turn lane at the intersection. ~~Although the improvement is in the CIP, payment of TIM Fees may not be sufficient mitigation since the improvement is currently in the 20-Year CIP, not the 10-Year CIP as required by General Plan Policy TC-Xf.~~

The significant impact at the Latrobe Road at Town Center Boulevard intersection during the p.m. peak-hour can be mitigated with the following improvements: restriping of the westbound Town Center Boulevard approach to include one shared through/left-turn lane, and two right-turn lanes; the addition of a right-turn overlap signal phase for the westbound right-turn thereby restricting southbound u-turns; and the addition of a component of Phase 2B improvements at the adjacent Highway 50 interchange with El Dorado Hills Boulevard/Latrobe Road. The interchange Phase 2B improvements are included in the County's adopted 2015 CIP as a 20- Year CIP project (Project No: 71323). Specifically, the Phase 2B improvements applied under this mitigation include the additional northbound lane connecting Town Center Boulevard with the right-turn lane at the downstream Latrobe Road intersection with the Highway 50 eastbound ramps. This also requires the optimization of the El Dorado Hills Boulevard/Latrobe Road coordinated signal system. ~~Although some of these improvements are in the CIP, payment of TIM Fees will not be sufficient mitigation since the improvements are currently in the 20-Year CIP, not the 10-Year CIP as required by General Plan Policy TC-Xf.~~

The CIP also includes a line item for unprogrammed traffic signal installation, operational, and safety improvements at intersections. The line item includes improvements like construction of new traffic signals, construction of turn pockets, and the upgrade of existing traffic signal systems. The County annually monitors intersections with potential need for improvement through the Intersection Needs Prioritization Process. The Intersection Needs Prioritization Process is then used to inform the annual update to the CIP, and potential intersection improvements can be added, by the Board of Supervisors, to the CIP as funding becomes available.

Mitigation Measures

Mitigation Measure 4.7-2: Road and intersection improvements. Prior to issuance of ~~occupancy~~ building permits, the applicant shall coordinate with the County to improve the El Dorado Hills at Saratoga Way/Park Drive intersection by adding a southbound right-turn lane and re-allocating the traffic signal green time, and improve the Latrobe at Town Center Drive intersection by restriping of the westbound Town Center Boulevard approach to include one shared through/left-turn lane and two right-turn lanes, adding a right-turn overlap signal phase for the westbound right-turn, and adding a component of Phase 2B improvements at the adjacent Highway 50 interchange with El Dorado Hills Boulevard/Latrobe Road. ~~As determined by the County's Community Development Agency (CDA), the project applicant shall pay TIM fees to satisfy the project's fair share obligation towards these improvements, if they are included in the 10-Year CIP. Alternatively, as determined by the CDA, the project applicant may construct the improvements if they are needed, but not included in future updates to the 10-Year CIP, and~~ The project applicant may be eligible for either reimbursement or fee credit for costs that exceed the project's proportional share.

Significance after Mitigation

Unacceptable operations at these intersections are due to a combination of increased traffic from planned development and changes in travel patterns associated with planned infrastructure improvements, like the Highway 50/Silva Valley Parkway interchange and the Saratoga Way extension. The Near Term (2024) analysis includes planned roadway improvements, as well as growth consistent with the 2004 General Plan and with approved and reasonably foreseeable projects within the study area. As noted, this intersection operates at unacceptable LOS F in the Near Term (2024) scenario without the project, which includes other foreseeable but unapproved projects. Therefore, the project ~~is only responsible for~~applicant may be reimbursed for costs expended beyond the project's ~~its~~ proportional share of the proposed mitigation under Near Term conditions. ~~The~~

~~County's TIM Fee program provides a mechanism for collecting fair share contributions for improvements in the 2015 CIP.~~

With implementation of Mitigation Measure 4.7-2, the applicant would be required to ~~contribute to the County's TIM Fee program if the needed improvements are added to the 10-Year CIP, or~~ construct the necessary improvements, as determined by the CDA. As shown in Table 4.7-22, implementation of the roadway improvements discussed above would result in acceptable intersection operations during the a.m. and p.m. peak-hours. Therefore, this impact would be reduced to a **less-than-significant** level.

Page 4.7-36 of the Draft EIR is revised as follows:

Unacceptable operations at this intersection are due to a combination of increased traffic from planned development and due to changes in travel patterns associated with planned infrastructure improvements, such as the Highway 50/Silva Valley Parkway interchange and the Saratoga Way extension. The Cumulative (2035) analysis includes planned roadway improvements, as well as growth consistent with the 2004 General Plan and with approved and reasonably foreseeable projects within the study area. As noted, this intersection operates at unacceptable LOS F in the Cumulative (2035) scenario without the project. Therefore, the project applicant may be reimbursed for cost of improvements beyond the project's ~~is only responsible for its~~ proportional share of the proposed mitigation under cumulative conditions. ~~Since the impact is identified under the Cumulative scenario, the timing of the improvement is a function of the rate of population and employment growth. The County's TIM Fee program provides a mechanism for collecting fair share contributions for improvements in the 2015 CIP.~~

Page 4.7-39 of the Draft EIR is revised as follows:

Mitigation Measures

Mitigation Measure 4.7-1a: Pay ~~TIM Fees~~project's fair share of the Highway 50/Silva Valley Parkway interchange (Phase 1).

Implement Mitigation Measure 4.7-1a, as described above.

Mitigation Measure 4.7-1b: Complete a Signal Timing Plan

Implement Mitigation Measure 4.7-1b, as described above.

Mitigation Measure 4.7-2: Road and intersection improvements

Implement Mitigation Measure 4.7-2, as described above.

Significance after Mitigation

The significant impact at the El Dorado Hills Boulevard at Saratoga Way/Park Drive intersection can be mitigated by performing signal cycle length optimization and reallocation of green time. This would be implemented by the applicant through preparation and implementation of a signal timing plan for the El Dorado Hills Boulevard at Saratoga Way/Park Drive intersection, as described in Mitigation Measure 4.7-1b.

With implementation of Mitigation Measure 4.7-2, the applicant would be required to construct the necessary improvements ~~or contribute to the County's TIM Fee program if the improvements are included in the 10-Year CIP~~, as determined by the CDA. As shown in Table 4.7-26, implementation of the roadway improvements discussed above would result in acceptable intersection operations during the p.m. peak-hour. Therefore, this impact would be reduced to a **less-than-significant** level.

XV.RECREATION.	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Discussion

A substantial adverse effect on Recreational Resources would occur if the implementation of the project would:

- Substantially increase the local population without dedicating a minimum of 5 acres of developed parklands for every 1,000 residents; or
- Substantially increase the use of neighborhood or regional parks in the area such that substantial physical deterioration of the facility would occur.

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a-b. **Parks and Recreational Services:** The project does not include any increase in permanent population that would contribute to increased demand on recreation facilities or contribute to increased use of existing facilities such that physical deterioration of the facility would occur. The project would not generate an increase demand for park services, therefore, it would not require construction or expansion of additional facilities. Impacts would be less than significant.

FINDING: Less than significant impacts to open space or park facilities would result as part of the project. For this Recreation category, impacts would be less than significant.

XVI. TRANSPORTATION/TRAFFIC. *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		X		
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		X		
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e. Result in inadequate emergency access?				X
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

Data Source/Methodology

The following analysis of traffic and transportation is based off of a Transportation Impact Study and a Supplemental Traffic Analysis Report prepared for the proposed project (Kimley Horn 2018).

Setting

The project site is undeveloped but located in an area with commercial and residential development. The site is adjacent to El Dorado Hills Boulevard to the east, Saratoga Way to the west, and the US Highway 50 on-ramp to the south. Access to the site is provided at the existing main site driveway intersection with Saratoga Way. Two additional driveways will serve the site; one full access driveway south of the main site driveway, and one egress-only driveway at the south end of the project site.

Parking

Pursuant to the El Dorado County ordinance code, the project is required to provide 35 parking spaces and one RV Spaces. The proposed project will exceed the parking requirement and provide a total of 63 parking spaces. The project will include 53 standard parking spaces, three (3) compact spaces, four (4) handicap accessible spaces, two (2) RV parking spaces, and 1 loading space. Of the 53 standard spaces, six (6) spaces will be for fuel efficient vehicles, four (4) spaces will be electric vehicle charging capable and one space will be electrical van charging capable. In addition, the project would include 13 bicycle parking racks.

Roadway System

The following are descriptions of the primary roadways in the vicinity of the project.

US Route 50 (US-50) is an east-west freeway located south of the project area. Generally, US-50 serves all of El Dorado County's major population centers and provides connections to Sacramento County to the west and the State of Nevada to the east. Primary access to the project area from US Highway 50 is provided at the El Dorado Hills Boulevard/Latrobe Road interchange. Within the general project area, US Highway 50 currently serves approximately 98,000 vehicles per day (vpd) west of El Dorado Hills Boulevard/Latrobe Road.

Latrobe Road is a north-south arterial roadway that provides a primary connection to US Highway 50 for western El Dorado County. North of US Highway 50, Latrobe Road becomes El Dorado Hills Boulevard. This roadway carries approximately 28,750 vpd also with three travel lanes in each direction.

El Dorado Hills Boulevard is a north-south arterial roadway that provides a primary connection to US-50 for western El Dorado County. South of US Highway 50, El Dorado Hills Boulevard becomes Latrobe Road. This roadway carries approximately 27,200 vpd with three through lanes in each direction.

Saratoga Way is currently a two-lane roadway which parallels the north side of US Highway 50 and terminates approximately 2,500-feet east of the El Dorado County/Sacramento County line. This roadway has long been planned as a four-lane divided facility (to be initially constructed as a two-lane roadway) providing vital connectivity between El Dorado Hills and Folsom, north of US Highway 50. Saratoga Way currently serves approximately 1,500 vpd just west of El Dorado Hills Boulevard.

Airports

No private or public airports are located within the El Dorado Hills area. The nearest public use airport is Cameron Airpark, located approximately 5-miles east of the project site. Cameron Airpark is not a commercial service airport.

Emergency Access

El Dorado County identifies most major streets in the county as emergency evacuation routes. No aspect of the proposed project would modify these streets in a way that would preclude their continued use as an emergency evacuation route. The minimum width available for driving or turning movements through the parking lot is 25-feet, to provide sufficient access for fire trucks.

Traffic Assessment

A Transportation Impact Study was prepared for a previous proposal of the Saratoga Retail Phase 2 project on May 3, 2017 by Kimley Horn. The previous iteration of the project included an additional drive-through restaurant, subsequently the report will provide a conservative analyses with a worst-case scenario projection. The purpose of this study is to identify potential environmental impacts to transportation facilities as required by the California Environmental Quality Act.

A supplemental transportation impact analysis was completed for Saratoga Retail Phase 2 by Kimley Horn on July 12, 2018. The study is supplemental to the previously completed traffic impact analysis mentioned above. The purpose of this evaluation was to complete a Near-Term (2026) analysis to provide an interim-year snapshot of the worst-case conditions. Conservatively, this analysis assumes the existing geometries for the study intersections, along with traffic volume growth expected by 2026. The Near-Term (2026) volumes were approximated using straight-line growth interpolation between Existing (2017) and Cumulative (2035) volumes per the original traffic study.

Trip Generation

Kimley-Horn completed a trip generation study in a manner consistent with the methodology contained in the *Trip Generation Manual, 9th Edition*, published by the Institute of Transportation Engineers (ITE). In addition, unique local trip

generation rate (trips per thousand square feet) were developed using data collected at the following three Chick-Fil-A locations with drive through facilities:

1. 2679 East Bidwell Street, Folsom, CA
2. 4644 Madison Avenue, Sacramento, CA
3. 2354 Sunrise Boulevard, Rancho Cordova, CA

The local trip generation data was collected on April 17, 2018, between the hours of 6:00 A.M. and 9:00 A.M. and 5:00 P.M. and 7:00 P.M. The trip generation data is included in Attachment 3. The calculated trip generation rates for the proposed project are presented in **Table 5**.

Table 5 -- Trip Generation Data

Existing Chick-fil-A Location	Building Floor Area (KSF)	Generation Rate	
		AM	PM
2354 Sunrise Blvd, Rancho Cordova	4.86	11.9	26.8
4644 Madison Ave, Sacramento	4.67	13.3	34.4
2679 E Bidwell Street, Folsom	4.48	18.4	54.6
Average		14.5	38.6

Source: Kimley Horn, Transportation Impact Analysis 2018.

The anticipated trip generation characteristics for the proposed project are presented in **Table 6**. As only A.M. and P.M. trip generation data was collected, ITE code 934 (Fast Food Restaurant with Drive Through) was used to approximate the daily trips generated by the restaurant use.

Table 6: Proposed Project Trip Generation Characteristics

Land Use (ITE Code)	Size (ksf)	Daily Trips	AM Peak-Hour					PM Peak-Hour				
			Total Trips	In		Out		Total Trips	In		Out	
				%	Trips	%	Trips		%	Trips	%	Trips
Chick-fil-A	4,658	2,312	68	53%	36	47%	32	180	64%	115	36%	65
Shopping Center (820)	5.5	1,032	27	62%	16	38%	11	86	48%	41	52%	45
Subtotal Trips:		3,344	95		52		43	266		156		110
Internal Trip Reduction	5%	-167	-5		-3		-2	-13		-8		-5
Net New Driveway Trips		3,177	90		49		40	253		148		104
Pass-By/Diverted Trip Reduction	15%	-477	-13		-7		-6	-38		-22		-16
Net New External Trips:		2,700	76		42		34	215		126		89

Source: ITE Trip Generation Manual, 9th Edition, ITE.

As shown in table 6, the proposed project is estimated to generate approximately 2,700 new daily trips, with 76 and 215 trips occurring during the A.M. and P.M. peak-hours, respectively.

Level of Service

Analysis of transportation facility significant environmental impacts is based on the concept of Level of Service (LOS). The LOS of a facility is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. Levels of Service for this study were determined using methods defined in the *Highway Capacity Manual (HCM) 2010*.

Project impacts were determined by comparing conditions with the proposed project to those without the project and the cumulative impacts of the proposed projects in the area. The Transportation and Circulation Policies contained in the County General Plan establish a framework for review of thresholds of significance and identification of potential impacts of new development on the County's road system. These policies are enforced by the application of the Transportation Impact Study (TIS) Guidelines, the County Design and Improvements Standards Manual, and the County Encroachment Ordinance, with review of individual development projects by the Transportation and Long Range Planning Divisions of the Community Development Agency. A substantial adverse effect to traffic would occur if the implementation of the project would:

- Generate traffic volumes which cause violations of adopted level of service standards (project and cumulative); or Result in or "worsen" Level of Service (LOS) F traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county.
- According to General Plan Policy TC-Xe, The term "worsen" is defined as any of the following number of project trips using a road facility at the time of issuance of a use of occupancy permit for the development project:
    - A 2 percent increase in traffic during the a.m. peak hour or p.m. peak hour or daily, or
    - The addition of 100 or more daily trips, or
    - The addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour.

Existing (2017) Plus Proposed Project

Kimley Horns 2017 Transportation Impact Study analyzed the existing conditions (2017) of intersections, roadways and freeway facilities in the vicinity of the project and the existing conditions plus the proposed project. **Table 7** presents the existing intersection operating conditions and the existing conditions with the proposed project included.

Table 7: Existing (2017) plus Proposed Project Intersection Levels of Service

Intersection	Control	Peak Hour	Existing (2017)		Existing (2017) plus Proposed Project	
			Delay (sec)	LOS	Delay (sec)	LOS
El Dorado Hills Blvd @ Saratoga Way/Park Dr	Signal	AM	12.9	B	26.4	C
		PM	22.6	C	38.5	D
El Dorado Hills Blvd @ US-50 WB Ramps/ Park Dr	Signal	AM	30.9	C	29.7	C
		PM	44.2	D	52.5	D
Latrobe Rd @ US-50 EB Ramps	Signal	AM	14.5	B	14.9	B
		PM	13.7	B	14.1	B
Latrobe Rd @ Town Center Blvd	Signal	AM	16.3	B	17.9	B
		PM	48.3	D	49.2	D
Latrobe Rd @ White Rock Rd	Signal	AM	33.2	C	34.4	C
		PM	33.4	C	33.3	C
White Rock Rd @ Windfield Wy/ Town Center Blvd	Signal	AM	11.9	B	11.9	B
		PM	13.9	B	13.9	B
White Rock Rd @ Post St	Signal	AM	23.5	C	23.9	C

		PM	43.7	D	44.6	D
Saratoga Wy @ Mammouth Wy/ Walgreens Dwy	SSSC	AM	10.6	B	18.8	C
		PM	11.1	B	15.8	C
Saratoga Wy @ Main Project Site Dwy	SSSC	AM	8.6	A	9.4	A
		PM	8.8	A	9.6	A
Saratoga Wy @ Arrowhead Dr	SSSC	AM	9	A	9	A
		PM	9	A	9.1	A

Source: Kimley Horn 2017
Notes: Side Street Stop Controlled (SSSC) intersection LOS corresponds to the worst approach.

As reflected in table 7 above, the addition of the proposed project to the existing (2017) conditions does not result in any significant impacts to intersections. The Transportation Impact Study prepared by Kimley Horn in 2017 states that the addition of the proposed project to the existing conditions does not result in any significant impacts to roadway segments and freeway facilities (Kimley Horn 2017).

Cumulative (2035) Plus Proposed Project Conditions

The number of trips estimated to be generated by the proposed project were determined using the ITE *Trip Generation Manual* and were then assigned to the roadway network based on existing traffic volumes, output from the County's travel demand model, and professional judgment. Using these volumes, levels of service were determined at the study facilities. Cumulative (2035) plus Proposed Project peak-hour turn movement volumes are presented in Figure 13 of Attachment 7.

Table 8: Cumulative (2035) plus Proposed Project Intersection Levels of Service

Intersection	Control	Peak Hour	Cumulative (2035)		Cumulative (2035) Plus Proposed Project	
			Delay (sec)	LOS	Delay (sec)	LOS
El Dorado Hills Blvd @ Saratoga Way/Park Dr	Signal	AM	57.6	E	**89.3**	**F**
		PM	72.8	E	77.2	E
El Dorado Hills Blvd @ US-50 WB Ramps/ Park Dr	Signal	AM	47.7	D	53.2	D
		PM	59.3	E	61.3	E
Latrobe Rd @ US-50 EB Ramps	Signal	AM	12.6	B	12	B
		PM	13.4	B	13.1	B
Latrobe Rd @ Town Center Blvd	Signal	AM	22.8	C	22.7	C
		PM	75.3	E	74.7	E
Latrobe Rd @ White Rock Rd	Signal	AM	55.4	E	53.2	D
		PM	68.2	E	66.4	E
White Rock Rd @ Windfield Wy/ Town Center Blvd	Signal	AM	30.5	C	30.9	C
		PM	40.8	D	41.3	D
White Rock Rd @ Post St	Signal	AM	72.5	E	78.7	E
		PM	78.7	E	58	E
Saratoga Wy @ Mammouth Wy/ Walgreens Dwy	SSSC	AM	11	B	11.8	B
		PM	13.6	B	14.6	B
Saratoga Wy @ Main Project Site Dwy	SSSC	AM	10.7	B	15.2	C
		PM	20.5	C	24	C
Saratoga Wy @	SSSC	AM	30.7	D	32.8	D

Arrowhead Dr		PM	35.2	E	37.8	E

Bold represents unacceptable operations. Shaded represents significant impact.
Side Street Stop Controlled (SSSC) intersection LOS corresponds to the worst approach.

Near-Term (2026) Levels of Service

Kimley Horn prepared a Supplemental Analysis that examined Near-Term (2026) analysis. **Table 10** lists the Intersection level of service listed in the analysis.

Table 9: Near-Term (2026) Intersection Levels of Service

Intersection	Control	Peak Hour	Near-Term (2026)		Near-Term (2026) plus Proposed Project	
			Delay (sec)	LOS	Delay (sec)	LOS
El Dorado Hills Blvd @ Saratoga Way/ Park Dr	Signal	AM	33.2	C	36.9	D
		PM	70.4	E	**92.7**	**F**
El Dorado Hills Blvd @ US-50 WB Ramps/ Park Dr	Signal	AM	33.1	C	33.7	C
		PM	58	E	61.7	E
Latrobe Rd @ US-50 EB Ramps	Signal	AM	15.4	B	15.1	B
		PM	12	B	12.2	B
Latrobe Rd @ Town Center Blvd	Signal	AM	22.6	C	21.4	C
		PM	84.6	F	**82.5**	**F**
Latrobe Rd @ White Rock Rd	Signal	AM	57.4	E	57.6	E
		PM	66	E	65.3	E
White Rock Rd @ Windfield Wy/ Town Center Blvd	Signal	AM	19.7	B	19.7	B
		PM	23.6	C	23.7	C
White Rock Rd @ Post St	Signal	AM	84.6	F	92.4	F
		PM	51.5	D	50.7	D
Saratoga Wy @ Mammouth Wy/ Walgreens Dwy	SSSC	AM	2.1 (13.4 EB)	B	2.0 (15.0 EB)	C
		PM	3.2 (20.6 EB)	C	4.0 (35.8)	E
Saratoga Wy @ Main Project Site Dwy	SSSC	AM	0.4 (9.1 WB)	A	1.1 (9.4 WB)	A
		PM	0.9 (13.6 WB)	B	2.2 (19.1 WB)	C
Saratoga Wy @ Arrowhead Dr	SSSC	AM	0.5 (10.9 EB)	B	0.5 (10.9 EB)	B
		PM	0.4 (12.4 EB)	B	0.4 (12.5)	B

Source: Kimley Horn 2018
Notes: **Bold** represents unacceptable conditions.

The supplemental traffic analysis states that the Near-Term (2026) plus proposed project conditions will not have a significant impact on roadway segments or freeway facilities.
As reflected in the Kimley Horn Traffic Analysis and Transportation Study (Attachment 7) the proposed project will create a significant impact at the following intersections:

- El Dorado Hills Boulevard and Saratoga Way/Park Drive
- Latrobe Road and Town Center Boulevard

Table 11: Intersection Levels of Service Near-Term (2026) Plus Proposed Project Mitigated Conditions

ID	Intersection	Control	Peak Hour	Near-Term (2026)		Near-Term (2026) plus Proposed Project		Near-Term (2026) plus Proposed Project Mitigations	
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1	El Dorado Hills Blvd@ Saratoga Way/Park Dr	Signal	AM	33.2	C	36.9	D	37.2	D
			PM	70.4	E	92.7	F	46.5	D
2	El Dorado Hills Blvd @ US-50 WB Ramps/Park	Signal	AM	33.1	C	33.7	C	35.6	D
			PM	58.0	E	61.7	E	49.3	D
3	Latrobe Rd @ US-50 EB Ramps	Signal	AM	15.4	B	15.1	B	14.9	B
			PM	12.0	B	12.2	B	13.4	B
4	Latrobe Rd @ Town Center Blvd	Signal	AM	22.6	C	21.4	C	20.1	C
			PM	84.6	F	82.5	F	66.4	E
5	Latrobe Rd @ White Rock Rd	Signal	AM	57.4	E	57.6	E	56.5	E
			PM	66.0	E	65.3	E	76.6	E
7	White Rock Rd @ Post St	Signal	AM	86.4	F	92.4	F	93.1	F
			PM	51.5	D	50.7	D	60.7	E

Source: Kimley Horn 2018.

CEQA Checklist

a,b. **Traffic Increases:** This project is located on the northwest corner of the US Highway 50 interchange with El Dorado Hills Boulevard and southwest corner of El Dorado Hills Boulevard and Saratoga Way, in El Dorado Hills. The project seeks to encroach onto Saratoga Way, a County maintained road. The Traffic Study prepared by Kimley Horn established and analyzed existing and future traffic conditions based on additional traffic generated by the proposed development of the Saratoga Retail project. Results of this study are incorporated by reference to this document and are on file with El Dorado County Planning Services, 2850 Fairlane Court, Placerville, CA 95667. The report was circulated to the El Dorado County Department of Transportation and Long Range Planning Division of Community Development Services. Both agencies concurred with the findings of the report.

Access to the site is provided at the existing main site driveway intersection with Saratoga Way. Two additional driveways will serve the site; one full access driveway south of the main site driveway, and one egress-only driveway at the south end of the project site. These driveway will distribute traffic onto area roadways as described in the traffic study.

Based on the County's requirements, six different scenarios were analyzed for the traffic study. These scenarios included:

1. Existing (2017) Conditions
2. Existing (2017) plus Proposed Project Conditions
3. Cumulative (2035) Conditions
4. Cumulative (2035) plus Proposed Project Conditions
5. Near-Term (2026) Conditions
6. Near-Term (2026) plus Proposed Project Conditions

The study found that the project would be expected to generate approximately 2,700 new daily trips, with 76 new trips occurring during the AM peak-hour, and 215 new trips occurring during the PM peak-hour based on trip generation rates contained in the *Trip Generation Manual, 9th Edition,* published by the Institute of Transportation

Engineers (ITE). The traffic study identified two intersections that the proposed project could create a significant impact on, however with implementation of mitigation measures M1 and M2 (listed above) the impact would be decreased to a less than significant level.

For all other discretionary projects that worsen (Defined as a project that triggers Policy TC-Xe [A] or [B] or [C] traffic on the County road system, the County shall condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element. All 2004 General Plan Traffic Impact Mitigation Fees for all projects shall be paid at the building permit stage. (Press Release August 8, 2017, Measure E updates)

Mitigation Measures

The proposed project would implement the following mitigation measures to reduce the projects potential significant impacts related to traffic and transportation to a level less than significant impact.

M1. Intersection #1, El Dorado Hills Blvd @ Saratoga Way/Park Drive

This intersection operates at acceptable LOS E during the PM peak-hour without the project, and the project results in LOS F. Consistent with the findings of the previous Saratoga Retail Phase 2 Cumulative (2035) Conditions analysis [1], the impacts at this intersection can be mitigated by off-site improvements including optimization of the Latrobe Road coordinated signal system and the restriping of the westbound Town Center Boulevard approach to include one left-through lane, and two right-turn lanes, with a permitted-overlap phase for the westbound right-turns. The El Dorado Hills Town Center Apartments project is responsible for, among other things, the lane designation and signal phasing mitigations described above. This mitigation affects an approach on a privately-owned roadway, and therefore, the improvement should be coordinated with the County and the property owner. As shown in **Table 13,** this mitigation measure result in the intersection operating at LOS D during the PM peak-hour. Therefore, ***this impact is less than significant***.

M2. Intersection #4, Latrobe Road and Town Center Boulevard

This intersection operates at Los F during the PM peak-hour without the project, and the project contributes more than 10 trips. Consistent with the findings of the previous Saratoga Retail Phase 2 Cumulative (2035) Conditions analysis[1], the impact at this intersection can be mitigated by optimization of the Latrobe Road coordinated signal system, along with the following improvements: the restriping of the westbound Town Center Boulevard approach to include one left-through lane, and two right-turn lanes, with a permitted-overlap phase for the westbound right-turns. The El Dorado Hills Town Center Apartments project is responsible for, among other things, the lane designation and signal phasing mitigations described above. This mitigation affects an approach on a privately-owned roadway, and therefore, the improvement should be coordinated with the County and the property owner. As shown in **Table 13**, this mitigation measure results in the intersection operating at LOS E during the PM peak-hour. Therefore, ***this impact is less than significant***.

Table 13 - Intersection Levels of Service Near-Term (2026) Plus Proposed Project Mitigated Conditions

ID	Intersection	Control	Peak Hour	Near-Term (2026)		Near-Term (2026) plus Proposed Project		Near-Term (2026) plus Proposed Project Mitigated	
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1	El Dorado Hills Blvd @ Saratoga Way/Park Dr	Signal	AM	33.2	C	36.9	D	37.2	D
			PM	70.4	E	**92.7**	**F**	46.5	D
2	El Dorado Hills Blvd @ US-50 WB Ramps/ Park	Signal	AM	33.1	C	33.7	C	35.6	D
			PM	58.0	E	61.7	E	49.3	D
3	Latrobe Rd @ US-50 EB Ramps	Signal	AM	15.4	B	15.1	B	14.9	B
			PM	12.0	B	12.2	B	13.4	B
4	Latrobe Rd @ Town Center Blvd	Signal	AM	22.6	C	21.4	C	20.1	C
			PM	**84.6**	**F**	**82.5**	**F**	66.4	E
5	Latrobe Rd @ White Rock Rd	Signal	AM	57.4	E	57.6	E	56.5	E
			PM	66.0	E	65.3	E	76.6	E
7	White Rock Rd @ Post St	Signal	AM	**86.4**	**F**	**92.4**	**F**	**93.1**	**F**
			PM	51.5	D	50.7	D	60.7	E

c. **Air Traffic:** The project site is not within an airport safety zone. No changes in air traffic patterns would occur or be affected by the proposed project. There would be no impact.

d. **Design Hazards:** Kimley-Horn and Associates, Inc. evaluated the project for potential hazards in their traffic analysis, which included a sight distance evaluation and a preliminary traffic safety evaluation. The study found that the project would not create or exacerbate hazards in the area, nor were there any hazards that might impact the project, as long as project landscaping is maintained in such a manner so as not to obstruct sight distance along Saratoga Way. According to the project site plan there appears to be adequate sight distance on-site to facilitate safe and orderly circulation. There would be no impact.

e. **Emergency Access:** Fire Safe Regulations state that on-site roadways shall "provide for safe access for emergency wildland fire equipment and civilian evacuation concurrently, and shall provide unobstructed traffic circulation during a wildfire emergency…" All project roadways shall be designed and constructed in accordance with these requirements. As shown in the project site plan, the turn radius for a firetruck is depicted circulating through the proposed project. As such, the proposed project is considered to allow for adequate access and on-site circulation for emergency vehicles. The fire department review of plans associated with building permit would ensure compliance with these standards. There would be no impact.

f. **Alternative Transportation.** El Dorado Transit currently operates a "Sacramento Commuter" bus route that operates Monday through Friday only. This route has multiple stops within the Town Center development located south of US-50 along Latrobe Road. No other public transit services are known to operate in the project area. Nevertheless, the proposed project promotes safe and efficient access to the existing transit system by providing pedestrian connectivity to and through the project site. Additionally, the project will install 13 bicycle racks to promote an alternative transportation option. The proposed project will have no impact on adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

FINDING: The project as mitigated would not exceed the thresholds for traffic identified within the General Plan. For this Transportation/Traffic category, the thresholds of significance would not be exceeded, and impacts would be less than significant.

does not constitute an analysis of transportation impacts for CEQA purposes, represents conditions 10 years beyond the existing baseline. The near-term cumulative impact analysis is referred to as "Measure E analysis" in the TIA, presented in **Appendix 4.8** of this Draft EIR.

This section also presents traffic impacts under long-term cumulative conditions (2035) as required by CEQA. The long-term cumulative impact analysis is referred to as "Cumulative Impact analysis" in the TIA.

Cumulative Impact C-TRANS-1: **Development of the proposed project would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the traffic circulation system under Near-Term Cumulative (2027) plus Project Conditions. (*Significant; Less than Significant with Mitigation*)**

The following summarizes traffic operations for study intersections and freeway facilities under near-term cumulative conditions without and with the addition of trips from the El Dorado Hills Town Center Apartments project.[4]

Near-Term No Project Operations

Intersections

Table 4.8-10, Intersection LOS and Delay – Near-Term Conditions, compares existing AM and PM peak hour intersection operations to near-term cumulative conditions.

Table 4.8-10
Intersection LOS and Delay—Near-Term Conditions

	Intersection	Control	Existing (LOS/Delay) AM	Existing (LOS/Delay) PM	Near-Term (LOS/Delay) AM	Near-Term (LOS/Delay) PM
1.	El Dorado Hills Boulevard/Saratoga Way/Park Drive	Signal	B / 19	C / 20	F / 108	D / 47
2.	El Dorado Hills Boulevard/US 50 WB Ramps	Signal	C / 31	C / 33	D / 44	D / 37
3.	Latrobe Road/US 50 EB Ramps	Signal	C / 33	C / 20	C / 20	B / 18
4.	Latrobe Road/Town Center Boulevard	Signal	B / 16	D / 50	C / 20	D / 47

[4] *Although this section includes analysis of the private Town Center Boulevard/Post Street intersection for informational purposes, Policy TC-Xa(3) only applies to "highways, arterial roads and their intersections" and does not apply to private roads and their intersections. For this reason, the Town Center Boulevard/Post Street intersection is not subject to the requirements of this Measure E analysis.*

	Intersection	Control	Existing (LOS/Delay) AM	Existing (LOS/Delay) PM	Near-Term (LOS/Delay) AM	Near-Term (LOS/Delay) PM
5.	Latrobe Road/White Rock Road	Signal	C / 31	C / 27	C / 35	C / 33
6.	White Rock Road/Winfield Way	Signal	C / 20	C / 22	B / 18	C / 25
7.	White Rock Road/Post Street	Signal	B / 18	C / 27	C / 23	C / 30
8.	White Rock Road/Vine Street /Valley View Parkway	Signal	C / 24	D / 46	B / 18	C / 27
9.	Town Center Boulevard/Post Street[1]	AWSC	B / 13	E / 48	B / 15	F / 50
10.	Silva Valley Parkway/US 50 WB Ramps	Signal	B / 11	A / 10	B / 11	B / 12
11.	Silva Valley Parkway/US 50 EB Ramps	Signal	B / 10	B / 13	B / 12	B / 13

Source: Fehr & Peers, 2017
Notes: AWSC = all-way stop control
[1]The Town Center Boulevard/ Post Street intersection is private (i.e., not a County facility).
The average delay is measured in seconds per vehicle. For signalized and AWSC intersections, the delay shown is the average control delay for the overall intersection. For TWSC intersections, the LOS and control delay for the worst movement is shown. Intersection LOS and delay is calculated based on the procedures and methodology contained in the HCM 2010 (TRB, 2010). Intersections 6-11, were analyzed in Synchro 9. Intersections 1-5 were analyzed in SimTraffic.

As shown in **Table 4.8-10**, all relevant study intersections would continue to operate at LOS E or better, with the addition of 10 years of land use growth and the capital projects planned to begin construction in 10 years, except for the El Dorado Hills Boulevard/Saratoga Way/Park Drive intersection, which will operate unacceptably at LOS F during the AM peak hour.

The private Town Center Boulevard/Post Street intersection would operate at LOS F under near-term cumulative without project conditions. However, Policy TC-Xa(3) only applies to "highways, arterial roads and their intersections" and does not apply to private roads and their intersections.

Freeways

Table 4.8-11, Freeway Facility Peak Hour Level of Service – Near-Term Conditions, compares existing AM and PM peak hour freeway operations to near-term cumulative conditions.

Table 4.8-11
Freeway Facility Peak Hour Level of Service – Near-Term Conditions

Freeway	Segment	Facility Type	Existing Density[1] / LOS AM	Existing Density[1] / LOS PM	Near-Term Density[1] / LOS AM	Near-Term Density[1] / LOS PM
US 50 EB	Latrobe Road off-ramp	Diverge	22 / C	30 / D	22 / C	27 / C

Freeway	Segment	Facility Type	Existing Density[1] / LOS AM	Existing Density[1] / LOS PM	Near-Term Density[1] / LOS AM	Near-Term Density[1] / LOS PM
US 50 WB	El Dorado Hills Boulevard off-ramp	Diverge	14 / B	26 / C	13 / B	23 / C
	El Dorado Hills Boulevard on-ramp to Silva Valley Parkway off-ramp	Weave (HCM)[2]	10 / A	23 / C	11 / B	23 / C
		Basic	7 / A	15 / B	7 / A	14 / B
	Silva Valley Parkway on-ramp (loop)	Merge	11 / B	21 / C	15 / B	20 / C
	Silva Valley Parkway on-ramp to Bass Lake Road off-ramp	Basic	11 / A	20 / C	14 / B	19 / C
	Bass Lake Road off-ramp	Diverge	15 / B	25 / C	18 / B	25 / C
	Bass Lake Road on-ramp	Merge	32 / D	21 / C	33 / D	27 / C
	Bass Lake Road on-ramp to lane addition	Basic	29 / D	17 / B	30 / D	24 / C
	Lane addition to Silva Valley Parkway off-ramp	Basic	19 / C	12 / B	19 / C	16 / B
	Silva Valley Parkway off-ramp	Diverge	13 / B	5 / A	14 / B	11 / B
	Silva Valley Parkway on-ramp to El Dorado Hills Boulevard off-ramp	Weave (HCM)[2]	34 / D	18 / B	36 / E	21 / C
		Basic	19 / C	11 / A	19 / C	13 / B
	El Dorado Hills Boulevard on-ramp	Merge	34 / D	24 / C	34 / D	24 / C

Source: Fehr & Peers, 2017
Notes:
[1]Density reported as passenger cars per mile per pane. Density is not reported for LOS F operations.
[2] This weave section lies outside the realm of weaving using the Leisch Method. As a result, it is analyzed as a basic segment.

As shown in **Table 4.8-11**, all freeway facilities would continue to operate at LOS E or better, with the addition of 10 years of land use growth and the capital projects planned to begin construction in 10 years.

Near Term Plus Project Operations

The following summarizes intersection and freeway operations under near-term cumulative conditions with the addition of project traffic, and demonstrates compliance with General Plan Policy TC-Xa(3) at all relevant intersections and freeway facilities.

Intersections

Table 4.8-12, Intersection LOS and Delay—Near-Term Plus Project Conditions, compares AM and PM peak hour intersection operations under near-term cumulative conditions without and with the proposed project.

Table 4.8-12
Intersection LOS and Delay—Near-Term Plus Project Conditions

Intersection	Control	Near-Term (LOS/Delay) AM	Near-Term (LOS/Delay) PM	Near-Term Plus Project (LOS/Delay) AM	Near-Term Plus Project (LOS/Delay) PM
1. El Dorado Hills Boulevard/Saratoga Way/Park Drive	Signal	F / 108	D / 47	F / 125	D / 43
2. El Dorado Hills Boulevard/US 50 WB Ramps	Signal	D / 44	D / 37	D / 48	D / 40
3. Latrobe Road/US 50 EB Ramps	Signal	B / 20	B / 18	C / 20	B/ 15
4. Latrobe Road/Town Center Boulevard	Signal	C / 20	D / 47	C / 21	D / 51
5. Latrobe Road/White Rock Road	Signal	C / 35	C / 33	D / 36	C / 33
6. White Rock Road/Winfield Way	Signal	B / 18	C / 25	B / 18	C / 25
7. White Rock Road/Post Street	Signal	C / 23	C / 30	C / 23	C / 30
8. White Rock Road/Vine Street /Valley View Parkway	Signal	B / 18	C / 27	B / 20	C / 29
9. Town Center Boulevard/Post Street[1]	AWSC	B / 15	F / 50	C / 17	F / 52
10. Silva Valley Parkway/US 50 WB Ramps	Signal	B / 11	B / 12	B / 11	B / 12
11. Silva Valley Parkway/US 50 EB Ramps	Signal	B / 12	B / 13	B / 12	B / 13

Source: Fehr & Peers, 2017
Notes: AWSC = all-way stop control
[1]The Town Center Boulevard/ Post Street intersection is private (i.e., not a County facility).
The average delay is measured in seconds per vehicle. For signalized and AWSC intersections, the delay shown is the average control delay for the overall intersection. For TWSC intersections, the LOS and control delay for the worst movement is shown. Intersection LOS and delay is calculated based on the procedures and methodology contained in the HCM 2010 (TRB, 2010). Intersections 6-11, were analyzed in Synchro 9. Intersections 1-5 were analyzed in SimTraffic.

As shown in **Table 4.8-12**, with the exception of one County-owned intersection and one private intersection outside of County jurisdiction, all study intersections would continue to operate at LOS E or better, with the addition of project trips under near-term cumulative conditions.

El Dorado Hills Boulevard/Saratoga Way/Park Drive Intersection

The intersection of El Dorado Hills Boulevard/Saratoga Way/Park Drive would operate at LOS F prior to the addition of project traffic. Project traffic would worsen intersection operations (by adding more than 10 peak hour trips), resulting in a potentially significant impact at this location.

The operations at this intersection can be improved to meet the County LOS standards by adding a southbound right turn lane. This intersection improvement is included in the Saratoga Way Extension Phase 2 project (CIP # GP147), which is a project that is included in the County's CIP. Additionally, the County's annual Intersection Needs Prioritization Process will identify if the intersection triggers a LOS impact prior to 2035. Should the LOS become unacceptable, the potential intersection improvements can be added, by the Board of Supervisors, to the CIP as funding becomes available.

As the proposed project is not a single-family residential subdivision, the second paragraph under Policy TC-Xf is the guiding policy for mitigation of this project's impact. Therefore, payment of Traffic Impact Mitigation (TIM) fees will satisfy the project's fair share portion of the improvement project. **Mitigation Measure C-TRANS-1** is set forth below to ensure that the project will pay TIM fees to mitigate its impact at this intersection.

Town Center Boulevard/Post Street Intersection

The private Town Center Boulevard/Post Street intersection would operate at LOS F without or with the proposed project during the PM peak hour. However, as noted above, Measure E analysis applies to County "highways, arterial roads and their intersections" and does not apply to private roads and their intersections. For this reason, the LOS conditions at this intersection with and without the proposed project are reported in this Draft EIR for information only. The County is not required to draw a conclusion with respect to the significance of the impact at this location.

Freeways

Table 4.8-13, Freeway Facility Peak Hour Level of Service—Near-term Conditions, compares AM and PM peak hour freeway operations under near-term cumulative conditions without and with the proposed project.

Significance after Mitigation: Payment of TIM fees will satisfy the project's fair share portion of the improvement project identified for the affected intersection. The impact would be reduced to a less than significant level.

Cumulative Impact C-TRANS-2: **Development of the proposed project would not conflict with applicable policies establishing measures of effectiveness for the performance of the local roadway system and regional freeway system under Long-Term Cumulative (2035) plus Project Conditions. (*Less than Significant*)**

Future year 2035 cumulative traffic volumes were developed in order to assess the cumulative traffic impacts of the proposed project. The long-term cumulative no project scenario corresponds to a 2035 cumulative horizon that accounts for reasonably foreseeable development projects, transportation improvements, and land use growth consistent with the 2004 General Plan.

Foreseeable Development Projects

The following development projects were included in projecting the traffic levels that would exist in the study area under 2035 conditions.

- Bass Lake Hills Specific Plan
- Carson Creek Specific Plan
- Central El Dorado Hills Specific Plan
- Dixon Ranch
- Promontory
- Lime Rock Valley Specific Plan
- Marble Valley Master Plan
- Saratoga Estates (Rancho Dorado)
- Ridgeview
- Serrano
- Tilden Park
- Valley View Specific Plan
- Mill Creek (San Stino) Residential Project

Capacity-Enhancing Roadway Improvements

The roadway improvements listed in **Table 4.8-14, Capacity-Enhancing Roadway Improvements (Anticipated Completion by 2035),** below were assumed to be completed and in place by 2035.

El Dorado Hills Area Planning Advisory Committee
1021 Harvard Way El Dorado Hills, CA 95762
https://edhapac.org
Chair Tim White • Vice Chair John Raslear • Secretary Kathy Prevost

El Dorado Hills Apartments Project Draft Environmental Impact Report SCH No. 2017042017

General Plan Amendment A16-0001 /rezone Z16-0004 Specific Plan Revision SPD 86-0002-R3 /Planned Development Revision PD94-0004-R3 – El Dorado Hills Apartments

The El Dorado Hills Apartments at Town Center Project seeks the following project approvals:

The project site is currently designated General Commercial-Planned Development (CG-PD) in the El Dorado Hills Specific Plan (EDHSP). As the proposed project would develop housing on the project site and would have a density of approximately 47 du/ac, the project applicant has applied to the County for **the following four entitlements** for the proposed project:

1. **General Plan Amendment** adding a new Policy (Policy 2.2.6.6) under Objective 2.2.6 (Site Specific Policy Section) **to increase the maximum residential density** allowed in the General Plan from 24 dwelling units per acre **to a maximum of 47 dwelling units per acre** specifically for the 4.565-acre project site within the TCE Planned Development area identified as Assessor's Parcel Numbers 121-290-60, 61, and 62.
2. **El Dorado Hills Specific Plan Amendment** incorporating multi-family residential use, density, and related standards for the project site. The project site would be designated as "Urban Infill Residential" within the Village T area of the EDHSP Plan.
3. **Rezoning** of the project site from General Commercial-Planned Development (CG-PD) **to Multi-Family Residential-Planned Development** (RM-PD) and revisions to the RM-zone district development standards applicable to the proposed 214-unit apartment project
4. **Revision to the approved Town Center East Development Plan** incorporating multi-family residential use, density, and related design and development standards for the proposed 214-unit apartment project within Planning Area 2 of the TCE Plan area (see Figure 3.0-4, Village T Planning Area Locations in Chapter 3.0).

The APAC El Dorado Hills Apartments at Town Center Subcommittee members (EDH APT Subcommittee) believe the project's DEIR proposed mitigations are inadequate specifically in regards to the Traffic, Land Use, and Aesthetics components.

As with the previous Project from 2014, the EDH APT Subcommittee believes this would result in significant short and long term problems for the Town Center

retail and hotel components, as well as the immediate surrounding residential and commercial areas. **As a result, the EDH APT Subcommittee recommends non-support of the project as proposed.**

Listed below are some of the major concerns that the EDH APT Subcommittee has with the project as currently proposed:

1. **TRAFFIC**

The 214 unit apartment project would cause a major traffic impact in the Town Center East Planned Development Area and major roads of the El Dorado Hills community, primarily Latrobe Road, El Dorado Hills Blvd, and White Rock Rd, as well as Highway 50 at the El Dorado Hills Blvd/Latrobe Rd. interchange, and further north on El Dorado Hills Blvd at both Park Dr and at Saratoga Way. The DEIR finds that before the construction and build out of the EDH Apartment project, that these are the current existing conditions on these specific roads:

- **Town Center Boulevard - Post Street** intersection is measured at **LOS E** for the peak PM hour
- **White Rock Road - Vine Street - Valley View Drive** is measured at **LOS D** for the peak PM hour
- **Latrobe Road - Town Center Boulevard** is measured at **LOS D** for the peak PM hour

In **4.8 Transportation, Table 4.8-12, Intersection LOS and Delay – Near Term Plus Project Conditions (4.8 Transportation page 40)**, the DEIR finds that:

- **Town Center Boulevard – Post Street** intersection will operate at LOS B and LOS F in the peak AM and PM hours, respectively, in the Near-Term (without the project)
- In the Near-Term Plus Project, the **Town Center Boulevard – Post Street** intersection will operate at LOS C and LOS F in the peak AM and PM hours.

The Project proponent has indicated a desire to include intersection signalization at the Town Center Boulevard and Post Street intersection, but only after peak hour intersection analysis every two years indicates that the intersection has reached LOS F, and applicable traffic warrants are satisfied. [4.8 Transportation http://edcapps.edcgov.us/Planning/ProjectDocuments/4_8%20Transportation_A16-0001,Z16-0004,PD94-0004-R3,SP86-0002-R3.pdf Page 41]

If the Project were to be approved, the APAC EDH APT Subcommittee would request that the County would require making signalization of the Town Center

Boulevard – Post Street intersection a **condition** of approval **before** construction of the Town Center Apartments could begin. This is a small cost to the owner of the Project property, and to the Project proponent, The Spanos Corporation, in exchange for receiving the 4 entitlements requested, which would allow the owner of the Project property to sell it for residential use, and allow The Spanos Corporation to build and operate the apartment complex..

The APAC EDH APT Subcommittee does note with concern that even with this suggested mitigation via signalization on the private road at the eastern entrance to Town Center East, that the DEIR still projects *the best case result* is **LOS E** at the Town Center Blvd and Post Street intersection.

Town Center Boulevard, Post Street, and Vine Streets are private roads inside the TOWN CENTER EAST Planned Development Area. As such, LOS falling into unacceptable levels does not require mitigation under current El Dorado County General Plan. However, the APAC EDH APT Subcommittee believes, should the project be approved, that the Project **be conditioned to provide traffic mitigation measures**, even on the private roadways inside TOWN CENTER EAST Planned Development Area, as these private roads each access public roads in El Dorado Hills and have a direct impact on the LOS of those public roads. Additionally, roads at operating at poor LOS can have a negative impact on the public's overall perception of the conditions and the experience inside inside the TOWN CENTER EAST Planned Development Area, and their desire to visit shops and businesses in Town Center East, with shoppers potentially preferring to cross the county line and visit Folsom shops instead.

In **4.8 Transportation, Table 4.8-15 Long-Term Cumulative Conditions – Study Intersection LOS Summary (Transportation 4.8, page 48)**, the DEIR indicates that for the Long-Term Cumulative Conditions, the Latrobe Road and White Rock Road intersection will:

- Reach **LOS E** in the Peak AM hour **with or without** the project
- Reach **LOS D** in the peak PM Hour **without** the project
- Reach **LOS E** in both the peak AM and PM hours with the project

Latrobe Road, White Rock Road, and Valley View Drive are all El Dorado County maintained roads – If the Project were to be approved, the APAC EDH APT Subcommittee feels that the negative impacts on these roads by the El Dorado Hills Apartments at Town Center Project **should be mitigated as a condition of approval**.

2. LAND USE PLANNING

Despite downsizing from the previous 2014 Town Center Apartment project, the dwelling unit density is nearly twice the County General Plan allowance for multi-family housing and would create traffic impacts to one of the County's largest retail and hotel centers on the Western Slope, as well as roads in the immediate vicinity in El Dorado Hills. Granting this Multi-Family Residential Dwelling Unit per Acre Standard exception is a precedent, despite the project proponents' statements to the contrary. The DEIR has a provision to raise the multi-family residential dwelling units per acre for the TOWN CENTER EAST Planned Development Area ONLY [Policy **2.2.6.6, under Objective 2.2.6]** to a maximum of 47 dwelling units per acre. As this is a doubling of the county standard, this is not a small exception to grant. If the County chooses to grant this once, then what would prevent a similar request from another project? Even by limiting this loosening of the standard to the TOWN CENTER EAST Planned Development Area by statute, it opens the door for more multi-family residential projects of increased dwelling units per area density, not only in El Dorado Hills, but in any unincorporated area of El Dorado County. If granted, it calls into question what the basic intention of the 24 dwelling unit per acre multi-family residential standard is, and why it is permissible to waive the standard for one project, but not allow it for any other? Granted once, it can be granted again. If this amendment is granted for the specific project in El Dorado Hills, why would it not be reasonable to change the standard in totality to allow Multi-Family Residential 47 Dwelling Units per Acre in communities such as Cameron Park, Georgetown, Myers, Placerville, Pollock Pines, or Shingle Springs? What is the benefit to El Dorado Hills, or to El Dorado County, for lowering these standards, as they are currently defined in the El Dorado County General Plan?

3. MARKETING AND DEMOGRAPHICS

As the APAC EDH APT Subcommittee believed in the previous 2014 Town Center Apartment project, apartment units for this project could suffer a high vacancy rate and rents could be lowered to attract tenants that would not be ideal for the EDH Town Center and cause a loss of retail shops and restaurants.

The project proponents have suggested that they will be marketing these units as "Luxury Apartments", while at the same time suggesting that these units will meet an affordable housing component needed both in El Dorado Hills, and El Dorado County. These two concepts seem to be at odds.

Project proponents suggest that employees or business owners in the TOWN CENTER EAST Planned Development Area, as well as the El Dorado Hills Business Park, would be potential residents of the Town Center Apartment project - the APAC EDH APT Subcommittee is curious if a marketing survey of this

specific population has been completed that indicates a desire or need for this housing in the TOWN CENTER EAST Planned Development Area, and if that identified population could even afford leasing a unit for the eventual monthly rates established at the El Dorado Hills Apartments at Town Center.

The APAC EDH APT Subcommittee still has a concern that the increase of approximately 400 additional residents in proximity to Town Center East businesses would have any more positive impact on the vitality of the TOWN CENTER EAST Planned Development Area than the nearly 700 homes already completed in the nearby Blackstone development, with over a thousand more homes in the Valley View Specific Plan approved, and projected for the near future. If the goal of this project, and more pointedly this General Plan Amendment, is to revitalize Town Center East, the APAC EDH APT Subcommittee believes that this goal should be the responsibility of the owners of Town Center East, in adherence to their vision of creating a retail/commercial downtown for El Dorado Hills, and should not be borne by the residents of El Dorado County via an amendment to the County General Plan, and the doubling of the Multi-Family Residential Dwelling Unit Per Acre standard. The Town Center East Project was approved to be a retail/commercial center – a residential component was not included ***as a feature*** of the project.

Additionally, project proponents suggested at the Project Scoping Meeting in April 2017 to APAC Subcommittee members that project residents would be driving to jobs, as the closest job center would be the El Dorado Hills Business Park. An observation was made by the Project proponents at the Scoping Meeting that the majority of the jobs of the future residents of the Town Center Apartment Project would be located elsewhere, in Folsom, Rancho Cordova, Sacramento, and Elk Grove, which eliminates a major component of the focus of the Project – a residential community that is centered around the concept of live-work-shop.

4. NOISE

As with the previous 2014 Town Center Apartment Project, noise generated by the commercial and retail component will impact the residents of the apartments. Unbuffered noise from Highway 50, as well as from commercial and retail sources, retail center automobile traffic, and Town Center East Outdoor Events will impact apartment residents. By qualifying the Project as Urban Infill Residential, the project proponents seek to limit or reduce environmental noise as a measure of impacts for the residents of the Project in the DEIR – thereby creating a second, lower, environmental noise standard for residents of the El Dorado Hills Apartments at Town Center, while the balance of El Dorado Hills residents enjoy the benefits of the higher environmental noise standard.

5. COUNTY INCOME

As the APAC EDH APT Subcommittee believed in the previous 2014 Town Center Apartment Project, El Dorado County could lose a significant potential future income from sales taxes and Transient Occupancy Taxes if the parcel is converted from commercial to residential use.

6. ECONOMIC CONDITIONS

As with the previous 2014 Town Center Apartment Project, the economy is experiencing a slow recovery and the loss of commercial and retail sites will further contribute to sales tax leakage out of El Dorado County. In the past several years, El Dorado County has already rezoned several properties from Commercial to Residential, in spite of the County's stated preference to build a jobs base over building more rooftops. Frequently the proponents of these commercial to residential rezone requests have fortified the reasoning for these rezones by insisting that less commercial/retail space is needed – but there are still several commercial/retail projects proposed in the immediate vicinity of Town Center East, many of which are scheduled for development well after the proposed construction period of the El Dorado Hills Apartments at Town Center, demonstrating that commercial demand still exists in proximity of Town Center East.

7. AESTHETICS

To better accommodate the commercial nature of Town Center East, this Project should require vertical Mixed Use applications, as done in most other commercial/residential mixed use communities, with the enclosed apartments above the first floor allowing retail at the street level.

Several APAC EDH APT Subcommittee members are concerned that even with the aesthetic changes from the previous 2014 El Dorado Hills Apartment Project that this project would not be consistent with the "Guidelines for the creation of: "A character appropriate and in keeping with -----its historic building type" and commercial use , as defined in the Town Center Design Guideline April 25 1995

Relative to the design, the proposed four story building towers over the boulevard negatively impacting the retail/dining experience of other Town Center East shops. The two buildings across the street on Town Center Blvd. are two and three story, with the three story building having a step back on the third floor. The proposed project also should be stepped back on the third and fourth floor levels to create a more pleasing street environment.

8. COMMUNITY EVENTS

In a comment letter from the Mansour Company submitted on Oct 8 2014 about

this project, it stated they would not support any project that may "—Jeopardize any of our existing or newly planned outdoor events---" (SEE https://eldorado.legistar.com/View.ashx?M=F&ID=3390403&GUID=5D0BD9B0-9E14-4367-9C87-CBBDC28FAD0C)
Events such as the 4th of July Fireworks Show, Outdoor Concerts , Farmer's Market, El Dorado Hills Fire Department Santa Run Parade, or other events, effectively force the closure of the major two lane Town Center Blvd and significantly impact all regional roads.