



**DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING**

INTEROFFICE MEMORANDUM

Date: July 15, 2020, updated August 20, 2020
To: Tom Purciel, Department of Planning
From: Tia Raamot, Department of Transportation
Subject: **El Dorado Senior Village (DR20-0001) Transportation Evaluation**

The most current proposal for the El Dorado Senior Resort includes 149 Senior Adult Housing Attached Units, and 10,000 square feet of Shopping Center. This project will meet the standard of affordable housing as defined in California Senate Bill 35. Therefore permitting for this facility will be ministerial and streamlined.

A similar project on the project site, but without the SB 35 streamlined housing component (CUP18-0009/El Dorado Senior Resort), has been undergoing the El Dorado County Traffic Study review process since 2018. That traffic study was developed by the engineering firm Kimley-Horn and Associates (KHA), and has been through three cycles of peer review with DKS Associates, the County's outside transportation consultant. It was finalized for a slightly different project configuration and mix of uses under (now withdrawn) permit application CUP18-0009. County Staff is familiar with the content and quality of previous traffic study drafts and supports the findings of the March 11, 2020 memo produced by KHA which updates the previous project description, reflecting the current project.

The project is consistent with the Transportation and Circulation Element of the El Dorado County General Plan.

The expedited permitting process, as noted above, makes the County requirement of a complete traffic study of the facility unnecessary. The memo from KHA, dated March 11, 2020, along with the previously approved traffic study, is satisfactory for DOT staff's analysis of the project.

The County may impose standard conditions on the project in order to ensure project consistency with "objective design standards" published and adopted by ordinance or resolution by a local agency pursuant to the provisions of SB 35. Such requirement also applies to applicable policies in the General Plan Transportation and Circulation Element which contain

objective design standards applying to ministerial development. Following is a brief discussion of Transportation and Circulation Element policies for new development, including appropriate findings and applicability for SB 35 projects.

The project is consistent with General Plan Policy TC-Xa

(1) 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.

Rationale: The project will not worsen traffic, as defined by General Plan Policy TC-Xe. The project Traffic Engineer, Kimley-Horn, provided El Dorado County a memo dated March 11, 2020, demonstrating the project would not contribute more than 10 peak hour trips at the most critical intersection, the intersection of SR49 and Pleasant Valley Road. The project does not degrade the level of service at any of the seven intersections in the study area.¹ TIM fees will be assessed by the County of the Developer.

(2) The County shall not add any additional segments of U.S. Highway 50, or any other highways and roads, to the County’s list of roads from the original Table TC-2 of the 2004 General Plan that are allowed to operate at Level of Service F without first getting the voter’s approval.

Rationale: This is not applicable as the Project is not requesting any modifications to Table TC-2.

(3) and (4). Intentionally blank as noted in the General Plan.

(5) The County shall not create an Infrastructure Financing District unless allowed by a 2/3rds majority vote of the people within that district.

Rationale: This is not applicable as the Project is not requesting the County create an Infrastructure Financing District.

(6). intentionally blank as noted in the General Plan.

(7) Before giving 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

¹ Sentence added for clarity (August 2020)

state law to assure that safe and adequate roads and highways are in place as such development occurs.

Rationale: The project complies with General Plan Policy TC-Xa.

The project is consistent with General Plan Policy TC-Xb

Policy TC-Xb ensures that potential development in the County does not exceed available roadway capacity.

Rationale: This policy is not applicable as this policy refers to the County preparing a Capital Improvement Program (CIP), preparing a Traffic Impact Mitigation (TIM) Fee Program, and monitoring traffic volumes.

The project is consistent with General Plan Policy TC-Xc

Policy TC-Xc directs that 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.

Rationale: This policy is not applicable as this policy directs how the County will pay for building the necessary road capacity.

The project is consistent with General Plan 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 judgement 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.”

Rationale: This project will not worsen (as defined by General Plan Policy TC-Xe) Level of Service (LOS) for any county maintained road or state highway.

The project is consistent with General Plan 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.

Rationale: The memo from Kimley-Horn addressed trip generation from the project and offered discussion about traffic impacts identified in prior versions of the traffic study in light of the new trip generation. The project, as proposed, will not “worsen” the most critical intersection in the affected area. The project does not degrade the level of service at any of the seven intersections in the study area.²

The project is consistent with General Plan 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.

Rationale: The project will not worsen traffic on the County road system. Therefore this policy does not apply.

The project is consistent with General Plan Policy TC-Xg

Each development project shall dedicate right-of-way, design and construct or fund any 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

² Sentence added for clarity (August 2020)

facilities as a condition of the development. This policy shall remain in effect indefinitely unless amended by voters.

Rationale: This policy is not applicable as this project does not worsen traffic conditions.

This project is consistent with General Plan 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

Rationale: This project will pay TIM fees at the time a building permit is issued. The Developer may elect to apply for the TIM Fee Offset Program for Affordable Housing.

Resolution 095-2020 of the Board of Supervisors of el Dorado County states “Applicants shall pay the TIM Fee rate in effect at the time of building permit issuance or at the tie of approval of an application for a change in the use of a building or property as provided in County Code Chapter 12.28 and the TIM Fee Administration Manual.”

The project is consistent with General Plan Policy TC-Xi

General Plan TC-Xi directs the County to coordinate and work with other agencies to plan for the widening of U.S. Highway 50.

Rationale: This policy is not applicable to the project as it is direction to the County to coordinate with other agencies.