



# County of El Dorado

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## Legislation Details (With Text)

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**Title:** Supervisors Sweeney and Briggs recommending the Board initiate an Amendment to the General Plan to clarify and modify Transportation Measure TC-Xa (and other Measures), approved by the voters as "Measure Y" in November 1998.

### Sponsors:

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### Code sections:

**Attachments:** 1. Letter from Taxpayers Assoc. rcvd 4-21-08.pdf

Date	Ver.	Action By	Action	Result
4/22/2008	1	Board Of Supervisors	Approved	Pass

Supervisors Sweeney and Briggs recommending the Board initiate an Amendment to the General Plan to clarify and modify Transportation Measure TC-Xa (and other Measures), approved by the voters as "Measure Y" in November 1998.

### Background:

Supervisors Briggs and Sweeney recommending the Board of Supervisors initiate a General Plan amendment to clarify and modify transportation measure TC-Xa which was approved by the voters as "Measure Y" in November 1998. Concurrently with this action the staff would be directed to prepare a General Plan amendment for the Boards consideration to streamline the issue of concurrency.

The TC-Xa and concurrency amendments would require CEQA consideration and hearings before the Planning Commission and Board of Supervisors. The matter needs to come back to the Board late June in order for the Board to : Adopt the clarifying measure; adopt the clarifying measure and place it on the November ballot; place Measure Y on the November ballot it its original form; or take other action as the Board determines. The Board could also consider other action on measures proposed by staff for revision.

The clarification would be as follows:

1. Traffic from single family residential subdivision 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.
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 (~~shown in Table TC-2~~) 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.

3. 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.
4. County tax revenues shall not be used in any way to pay for building road capacity improvements to offset traffic impacts from new development projects. Exceptions are allowed if county voters first give their approval.
5. 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 state law to assure that safe and adequate roads and highways are in place as such development occurs.

(If placed on the ballot, this amendment of TC-Xa could only be amended by the voters and would remain in effect for 10 years.)

If adopted either by the Board of Supervisors or by the voters, the amended TC-Xa would replace TC-Xc.