

DEVELOPMENT SERVICES DEPARTMENT

COUNTY OF EL DORADO

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TO: Planning Commission

FROM: Tom Dougherty, Project Planner *T.D.*

DATE: December 7, 2011

RE: Rezone Z10-0009/Planned Development PD10-0005/Tentative Parcel Map P10-0012/Creekside Plaza

On October 13, 2011 the Planning Commission continued the above listed project to December 8, 2011 to allow staff time to research and respond to the following:

1. The General Vacation of the existing right-of-way along Forni Road.
2. Clarification of the traffic section of the Initial Study/Environmental Checklist Form
3. Status of the Bus Turnout along Missouri Flat Road.
4. General Plan EIR Tiering.

DOT and Planning have revised the transportation/traffic sections of the staff report and Initial Study/Environmental Checklist to include the following explanations for clarification:

Vacation of Right-of-Way: Forni Road is the abandoned Caltrans right-of-way for old Highway 50. Caltrans historically obtained 100 feet of right-of-way. The geometric control lines (curb and gutter) have been built to full build-out alignment. Therefore DOT does not have objection to the General Vacation of property. The General Vacation is being processed concurrently.

Traffic: As required by County policy, a traffic study was prepared to analyze the potential traffic impacts resulting from the project. The Creekside Traffic Impact Analysis dated November 11, 2009, prepared by Stephen Pyburn, PE, TE, for Palos Verdes Properties, provides analysis and conclusions relative to traffic impacts generated by the project. According to the report, the project would cause an increase in traffic on area roadways and intersections. The traffic study concluded that the project would be expected to generate 218 AM and 279 PM peak hour trips, with 2,549 daily trips. (The project was latter modified reducing the project impacts -107 AM and -40 PM trips, with -471 daily trips, however the analysis was not modified.) The proposed project will result in significant impacts under both existing plus proposed project and

cumulative plus proposed project conditions. These impacts can be mitigated to meet County General Plan levels of service standards with the incorporation of Condition of Approval number 23, and provide for General Plan consistency.

The traffic analysis of the Highway 50/Missouri Flat Interchange without the Single Point Urban Interchange (SPUI) has been completed by a project submitted after the Creekside analysis. The result of that analysis demonstrates an excess capacity resulting in LOS E or better conditions at the off-ramp and Mother Lode Drive intersections. Therefore, a full analysis was not necessary.

The intersection improvements at Missouri Flat Road and Mother Lode Drive were incorrectly listed in the Initial Study dated October 13, 2011 as a condition of approval. The traffic analysis shows the 2014 increase traffic volume at this intersection to be 58 trips in the AM peak and 51 trips in the PM peak, which are considered insignificant. The Traffic Impact Study did not recommend the improvements as mitigation. Caltrans comment letter dated October 11, 2011, stated their non-support for the improvements and therefore DOT recommended deletion of the condition at the October 13, 2011 Planning Commission hearing.

The traffic study recommended signalization of two intersections. The impacts have been mitigated and meet General Plan consistency requirements, as described below.

Significant impacts were found at Missouri Flat Road at Enterprise Drive. The impact at this intersection can be mitigated with the construction of the Diamond Springs Parkway (CIP project # 72334). The Parkway will significantly reduce the traffic volumes at the intersection resulting in LOS C or better. General Plan Policy TC-Xf allows for mitigation of the impacts if the identified improvements are included in the County's Capital Improvement Program ("CIP"). This improvement is included in the ten-year CIP.

Significant impacts were also noted at Forni Road and Golden Center Drive. The Traffic Study suggested that a signal be utilized to mitigate the impacts, however, the distance between Golden Center Drive and Missouri Flat Road (approximately 250 feet) is not a sufficient distance to allow for stacking of the vehicles. The recommended minimum distance is 700 feet. The TIS showed the trigger for the signal recommendation was the back up on Golden Center Drive. The addition of turn lanes at the intersection mitigate the impacts.

Bus Turnout: Recent discussions with El Dorado County Transit Authority (EDCTA) confirm their request for a bus turnout along Missouri Flat Road. Staff from EDCTA will be present at the December 8, 2011 hearing to discuss their comments and concerns.

All other DOT conditions remain unchanged.

General Plan EIR Tiering: The project Mitigated Negative Declaration ("MND") tiers off of the El Dorado County 2004 General Plan EIR (State Clearing House Number 2001082030) in accordance with Section 15152 of the CEQA Guidelines. Language was added to the Initial Study/ Environmental Checklist document to make this clarification.