

El Dorado County General Plan - Transportation and Circulation Element Policies
after Measure E provisions invalidated or upheld

- Policy TC-Xa
1. Traffic from residential development projects of five or more units or parcels of land or 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. (amended by Measure E)
 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 voters' approval. (amended by Measure E)
 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. (Measure E amendment invalidated; language from 2008 Measure Y restored)
 4. *intentionally blank* (Measure E amendment invalidated)
 5. The County shall not create an Infrastructure Financing District unless allowed by a 2/3rds majority vote of the people within that district. (added by Measure E)
 6. *intentionally blank* (Measure E amendment invalidated)
 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 state law to assure that safe and adequate roads and highways are in place as such development occurs. (added by Measure E – from 1998 Measure Y)
- Policy TC-Xb
- To ensure that potential development in the County does not exceed available roadway capacity, the County shall:
- A. Every year prepare an annual Capital Improvement Program (CIP) specifying expenditures for roadway improvements within the next 10 years. At least every five years prepare a CIP specifying expenditures for roadway

El Dorado County General Plan - Transportation and Circulation Element Policies
after Measure E provisions invalidated or upheld

improvements within the next 20 years. Each plan shall contain identification of funding sources sufficient to develop the improvements identified;

B. At least every five years, prepare a Traffic Impact Mitigation (TIM) Fee Program specifying roadway improvements to be completed within the next 20 years to ensure compliance with all applicable level of service and other standards in this plan; and

C. Annually monitor traffic volumes on the county's major roadway system depicted in the Circulation Diagram.

Policy TC-Xc *intentionally blank*

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.

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

El Dorado County General Plan - Transportation and Circulation Element Policies
after Measure E provisions invalidated or upheld

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. (Measure E amendment invalidated; general plan language restored)

- 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. (amended by Measure E)
- 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-Xi The planning for the widening of U.S. Highway 50, consistent with the policies of this General Plan, shall be a priority of the County. The County shall coordinate with other affected agencies, such as the City of Folsom, the County of Sacramento, and Sacramento Area Council of Governments (SACOG) to ensure that U.S. Highway 50 capacity enhancing projects are coordinated with these agencies with the goal of delivering these projects on a schedule to meet the requirements of the policies of this General Plan.

El Dorado County General Plan - Transportation and Circulation Element Policies
after Measure E provisions invalidated or upheld

Measure E Implementation Statements:

1. This measure is not applicable within the jurisdictions of the Tahoe Regional Planning Agency and the City of Placerville.
2. This measure shall take effect upon certification of election results
3. All 2004 General Plan Traffic Impact Mitigation Fees for all projects shall be paid at the building permit stage. (added by Measure E)
4. No Traffic mitigation fee shall be required for remodeling of existing residential units including adding a second kitchen, shower or bath in the house or garage that were built pursuant to a valid building permit from the County of El Dorado. (added by Measure E)
5. Tenant improvements of existing buildings shall receive TIM Fee credit for prior use, unless the new use is less impacting, then there shall be no fee required. (added by Measure E)
6. Mobile homes on permanent foundation shall be subject to the single family residential fee. (added by Measure E)
7. Second dwelling as defined under County Code Chapter 17.15.030 shall be subject to the multi-family fee. (added by Measure E)
8. *intentionally blank* (Measure E amendment invalidated)
9. If any provision of this measure is for any reason held to be invalid, the remaining provisions shall remain in full force and effect. (added by Measure E)