



RESOLUTION NO. 190-2016

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO

ADOPTING A GENERAL PLAN AMENDMENT TO THE EL DORADO COUNTY GENERAL PLAN

WHEREAS, the County of El Dorado is mandated by the State of California to maintain an adequate and proper General Plan; and

WHEREAS, because of that mandate, El Dorado County's General Plan and the various elements thereof must be periodically updated with current data, recommendations and policies; and

WHEREAS, the Board of Supervisors adopted a General Plan on July 19, 2004, which identifies planned land uses and infrastructure for physical development in the unincorporated areas of the County of El Dorado; and

WHEREAS, General Plan Goal TC-1 states: "To plan for and provide a unified, coordinated, and cost efficient countywide road and highway system that ensures the safe, orderly, and efficient movement of people and goods."; and

WHEREAS, General Plan Policy TC-Xb states: "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 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."; and

WHEREAS, on September 30, 2014, the Board initiated the Major CIP and TIM Fee Program Updates as required General Plan Policy TC-Xb; and

WHEREAS, the Board held eight study sessions, two Planning Commission Sessions, one presentation at the El Dorado County Transportation Commission, five public outreach meetings, and ten focus group meetings between February 2015 and December 2016 that have informed the public on the Major CIP and TIM Program Update progress; and

WHEREAS, on December 7, 2015, the Board endorsed a revised list of road and circulation improvement projects to be constructed over the next 20 years that will accommodate forecasted growth, remove the employment cap on the El Dorado Hills Business Plan, and implement General Plan Policy TC-1 u which states: "The County shall amend the circulation diagram to include a new arterial roadway from the west side of the El Dorado Hills Business Park to U.S. 50."; and

WHEREAS, the revised list of road and circulation improvement projects will necessitate an update to General Plan Figure TC-1 and General Plan Policies; and

WHEREAS, on December 7, 2015, the Board of Supervisors adopted Resolution of Intention 204-2015 to amend selected policies of the General Plan; and authorize staff to proceed with the preparation of all necessary documentation and environmental review requirements pursuant to the requirements of the California Environmental Quality Act (CEQA); and

WHEREAS, on December 6, 2016, the Board of Supervisors adopted Resolution No. 189-2016 Certifying the Final Environmental Impact Report for Western Slope Roadway Capital Improvement Program and Traffic Impact Mitigation Fee Program for El Dorado; Making Environmental Findings of Fact; Adopting a Statement of Overriding Considerations; and Approving the Mitigation Monitoring and Reporting Program; and

WHEREAS, the Project recommends amendments to General Plan Figure TC-1(Circulation Map) with revisions shown in Exhibit A; and the following General Plan goals, objectives, policies, and implementation measures (with additions shown in single underline and deletions shown in ~~strikeout~~):

TRANSPORTATION AND CIRCULATION ELEMENT

Impact Fee Programs

The County has ~~four~~ a countywide traffic impact mitigation (TIM) fee programs that ~~are~~ is used to fund capital improvements to the local and State road system to mitigate traffic impacts resulting from development. This program originated as several individual fee programs, which were adopted between 1984 and 2002. The countywide TIM Fee program incorporates former fee programs, including the West Slope Area of Benefit Traffic Impact Mitigation Fee Program, the Transportation Impact Fee Program for the State System's Capacity and Interchanges, the El Dorado Hills/Salmon Falls Area Road Impact Fee Program, and the Interim Transportation Impact Fee for Highway 50 Corridor Improvements. These programs are:

- ~~• West Slope Area of Benefit Traffic Impact Mitigation Fee Program: this program was originally adopted in 1991. The Board adopted major revisions to the program in August 1996.~~
- ~~• Transportation Impact Fee Program for the State System's Capacity and Interchanges: this program was adopted in August 1996.~~
- ~~• El Dorado Hills/Salmon Falls Area Road Impact Fee Program: this program was originally adopted in 1984. The Board adopted major revisions to the program in August 1996 and December 2000.~~
- ~~• Interim Transportation Impact Fee for Highway 50 Corridor Improvements: this program was adopted in October 2002.~~

CIRCULATION MAP

The Circulation Map (Figure TC-1) depicts the proposed circulation system to support existing, approved, and planned development in unincorporated El Dorado County through ~~2035~~ 2025. This circulation system is shown using a set of roadway width classifications, developed to guide the County's long-range transportation planning and programming.

Roads that do not contribute to regional circulation are generally not shown on the Circulation Map. Such roads may, however, be locally significant, and therefore reflected in the RTP or within the Circulation Elements of the cities of Placerville and/or South Lake Tahoe.

Regional roadways ~~highways~~ are shown on the Circulation Map in the following three ~~two~~ forms:

- Existing roadways:** depicted by solid lines on the map.
- Established alignments:** depicted by dashed ~~solid~~ lines on the map. These include ~~existing highways where the centerline is the precise centerline and~~ future roadways ~~highways~~ where the Board of Supervisors, a City Council, or the subdivision process has established a precise alignment.
- Conceptually proposed alignments:** depicted by ~~dashed~~ center lines with background shading indicating future facilities, the precise alignments of which have yet to be determined.

Figure TC-1 contains a table of the 2035 and Potential Future Roadway Facilities (post-2035) for select locations. The 2035 roadway widenings shown on the table are needed to support planned growth consistent with the current General Plan land use, and the potential future facilities (post-2035) are identified for longer-range planning purposes.

Summary of Revisions to General Plan Figure TC-1

Roadway / Location of Proposed Change	Proposed Changes
Bass Lake Road	<ul style="list-style-type: none"> Change from “Future Road” to existing road (i.e., change from dashed line to solid line) near intersection with Serrano Parkway Remove old alignment of Bass Lake Road (near Serrano Parkway) Change from 4-Lane Undivided Road to Major 2-Lane Road from Country Club Drive (realignment) to Silver Springs Parkway
Cameron Park Drive	Change from 4-Lane Divided Road to Major 2-Lane Road from Oxford Road to Hacienda Road
Country Club Drive	<ul style="list-style-type: none"> Add Major 2-Lane Road from Silva Valley Parkway to El Dorado Hills Boulevard (Conceptually Proposed Alignment) Update alignment of roadway between Bass Lake Road and Silva Valley Parkway (Conceptually Proposed Alignment) Change from 2-Lane Regional Road to Major 2-Lane Road from Cameron Park Drive to Bass Lake Road
Diamond Springs Parkway	Update alignment of future roadway, per most recent draft plans (Established Alignment)
El Dorado Hills Boulevard	Change from 4-Lane Divided Road to Major 2-Lane Road from Governor Drive/St Andrews Drive to Francisco Drive
Francisco Drive	Change from 4-Lane Divided Road to Major 2-Lane Road from El Dorado Hills Boulevard to Green Valley Road
Green Valley Road	<ul style="list-style-type: none"> Change to blue Major 2-Lane Road from Cameron Park Drive to Ponderosa Road Change from 4-Lane Divided Road to Major 2-Lane Road from just east of Silva Valley Parkway to Deer Valley Road (West)
Headington Road	Add extension project as future Major 2-lane Road from Missouri Flat Road to El Dorado Road. (Conceptually Proposed Alignment)
Latrobe Connection	Add Major 2-Lane Road from County Line to Golden Foothills Parkway
Latrobe Road	Change from 6-Lane Divided Road to 4-Lane Divided Road from White Rock Road to just south of Suncastr Lane
Ray Lawyer Drive	Add adopted extension of Ray Lawyer Drive between Forni Road and SR 49 (Established Alignment)
Serrano Parkway	<ul style="list-style-type: none"> Change from “Future Road” to existing road (i.e. change from dashed line to solid line) near intersection with Bass Lake Road Change from Major 2-Lane Road to 4-Lane, Divided Road from Silva Valley Parkway to Villagio Drive, based on current configuration
Silva Valley Parkway	Change from 4-Lane Divided Road to Major 2-Lane Road from Harvard Way to Green Valley Road
SR 49	Change to the blue Major 2-Lane Road throughout unincorporated County
US 50 / Red Hawk Parkway	Remove “Proposed New US 50 Interchange Location” icon
US 50 / Silva Valley Parkway	Change from “Proposed New US 50 Interchange Location” to 4-Lane, Divided Road, including new alignment near US 50
White Rock Road	Change White Rock Road from County Line to US 50 to the Capital Southeast Connector Corridor
Map Legend	<ul style="list-style-type: none"> Change title from “2025 Level Improvements” to “2035 Circulation System” Reorder legend items Minor changes to line types, colors, and legend items Divide item for “Future Road” into two different items: “Future Road – Established Alignments” and “Future Road – Conceptually Proposed Alignments” Change item labeled “2-Lane Regional Road (Potential Spot Improvements)” to “Major 2-Lane Road”
Source Note	Change from “July, 2004” to “July, 2004 (Amended [date amended])”
Add Table	Added “2035 and Potential Future Roadway Facility” Table
Map Notes	<ul style="list-style-type: none"> Remove note that starts “Note: This is a reduced version...” Add standard map disclaimers

Other Facilities

Other highway facilities are shown on the Circulation Map because, while they are maintained and operated and otherwise controlled by Caltrans, they are an integral part of the countywide transportation system. Coordination between El Dorado County, Caltrans, the EDCTC, and local jurisdictions concerning the planning and construction of improvements to these facilities is essential to meeting regional traffic needs.

In addition to other highway facilities, the Circulation Map includes the Capital Southeast Connector, a future regional multi-modal facility. The Capital Southeast Connector shall be consistent with the most current Capital Southeast Connector JPA-approved “Project Design Guidelines,” provided that the Project Design Guidelines will not be applied to diminish or alter the rights of County approved projects or the County’s land use authority.

TABLE TC-1 GENERAL ROADWAY STANDARDS FOR NEW DEVELOPMENT BY FUNCTIONAL CLASS ROAD CLASSIFICATION				
Functional-Class Road Classification	ACCESS CONTROL		CROSS SECTION	
	Public Roads Intersections (Or interchanges)	Abutting Property Driveways and Private Roads	ROW	Roadway Width
Six-Lane Divided Road	½ mile minimum spacing	Restricted	130'	108'
Four-Lane Divided Road	½ mile minimum spacing	Limited	100'	84'
Four-Lane Undivided Road				
Community Regions	½ mile minimum spacing	Limited	80'	64'
Rural Centers and Rural Regions	½ mile minimum spacing	Limited	80'	64'
Major Two-Lane Road				
Community Regions	¼ mile minimum spacing	Limited	60'	40'
Rural Centers and Rural Regions	¼ mile minimum spacing	Permitted	60'	40'
Local Road	¼ mile minimum spacing	Permitted	60'	Varies
Notes:				
1. Access control and cross sections are desired standards. Details and waiver provisions shall be incorporated to the Design and Improvement Standards Manual (El Dorado County 1990).				
2. Notwithstanding these highway specifications, additional right-of-way may be required for any classification when a road coincides with an adopted route for an additional public facility (e.g., transit facilities, bikeways, or riding and hiking trails), or a scenic highway.				
3. The County may deviate from the adopted standards in circumstances where conditions warrant special treatment of the road. Typical circumstances where exceptions may be warranted include:				
a. Extraordinary construction costs due to terrain, roadside development, or unusual right-of-way needs; or				
b. Environmental constraints that may otherwise entirely preclude road improvement to the adopted standards, as long as environmental impacts are mitigated to the extent feasible.				
4. Travel ways for all highways should be 12 feet wide. Turning lanes should be 12 feet wide, but may be reduced to 10 feet based on topographical or right-of-way constraints. All travel ways on roads should be paved.				

Policy TC-1u ~~The County shall amend the circulation diagram to include a new arterial roadway from the west side of the El Dorado Hills Business Park to U.S. 50. *Intentionally blank*~~

Policy TC-1y ~~Development through 2025, within Traffic Analysis Zones 148 and 344, shall be conditioned so that a cap of 10,045 full-time employees is not exceeded, unless it can be demonstrated that a higher number of employees would not violate established level of service standards. *Intentionally blank*~~

MEASURE TC-V(1)

Work with the Sacramento Area Council of Governments (SACOG), Sacramento County and the City of Folsom to identify potential alignments for a new arterial roadway from the west side of El Dorado Hills Business Park to U.S. Highway 50. [Policy TC 1u] *Intentionally blank*

Responsibility:	Department of Transportation
Time Frame:	Identify potential alignments within one year of General Plan adoption.

NOW, THEREFORE, BE IT HEREBY RESOLVED the County of El Dorado Board of Supervisors hereby adopts the above listed amendments to the County General Plan and incorporates said amendments herein by reference:

PASSED AND ADOPTED by the Board of Supervisors of the County of El Dorado at a regular meeting of said Board, held the 6th day of December, 2016, by the following vote of said Board:

Attest:
James S. Mitrison
Clerk of the Board of Supervisors

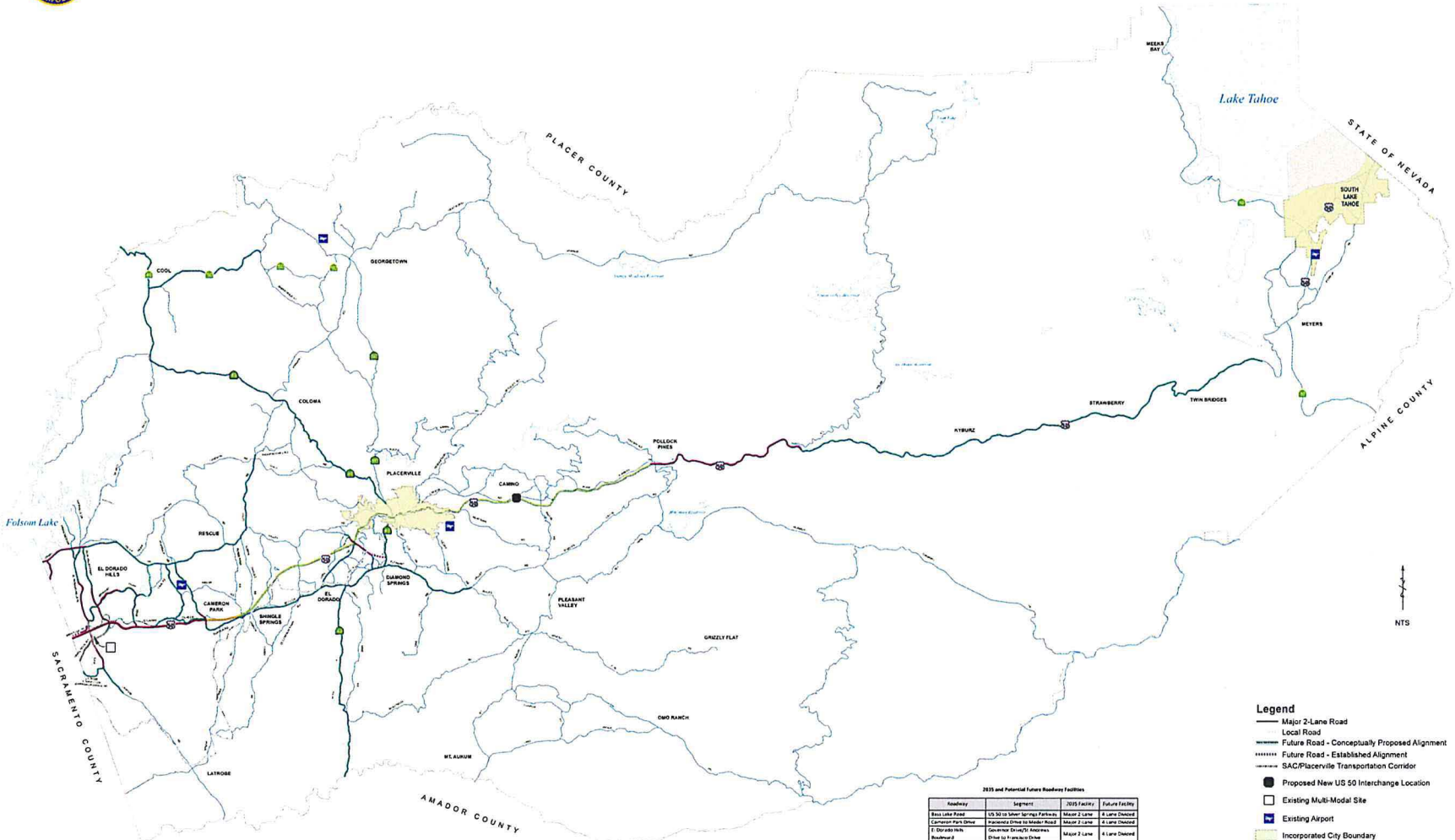
By: 
Deputy Clerk

Ayes: Veerkamp, Ranalli, Mikulaco, Frentzen, Novasel
Noes: None
Absent: None


Ron Mikulaco, Chair, Board of Supervisors



**FIGURE TC-1
CIRCULATION MAP FOR THE EL DORADO COUNTY GENERAL PLAN
DECEMBER 2016**



Legend

- Major 2-Lane Road
- Local Road
- Future Road - Conceptually Proposed Alignment
- Future Road - Established Alignment
- SAC/Placerville Transportation Corridor
- Proposed New US 50 Interchange Location
- Existing Multi-Modal Site
- ✈ Existing Airport
- Incorporated City Boundary
- Lakes

2035 Circulation System

- Major 2-Lane Road
- 4-Lane, Undivided Road
- 4-Lane, Divided Road
- 6-Lane, Divided Road
- 4-Lane Freeway
- 6-Lane Freeway
- 8-Lane Freeway
- Capital Southeast Connector Corridor (4-Lane Divided Road)

2035 and Potential Future Roadway Facilities

Roadway	Segment	2035 Facility	Future Facility
Bass Lake Road	US 50 to Silver Springs Parkway	Major 2-Lane	4-Lane Divided
Camanche Park Drive	Placerville Drive to Boulder Road	Major 2-Lane	4-Lane Divided
El Dorado Park	Camanche Parkway to Highway 50	Major 2-Lane	4-Lane Divided
Boardwalk	El Dorado to Highway 50	Major 2-Lane	4-Lane Divided
Francisco Drive	El Dorado to Highway 50	Major 2-Lane	4-Lane Divided
Green Valley Road	Green Valley Parkway to Green Valley Road (Intersect)	Major 2-Lane	4-Lane Divided
Landside Connection	Golden Touches Parkway to El Dorado County Line	Major 2-Lane	4-Lane Divided
Landside Road	White Rock Road to Sacramento	4-Lane Divided	4-Lane Divided
Valley Parkway	Forward Way to Green Valley Road	Major 2-Lane	4-Lane Divided
White Rock Road	Landside Road to US 50	4-Lane Divided	4-Lane Divided

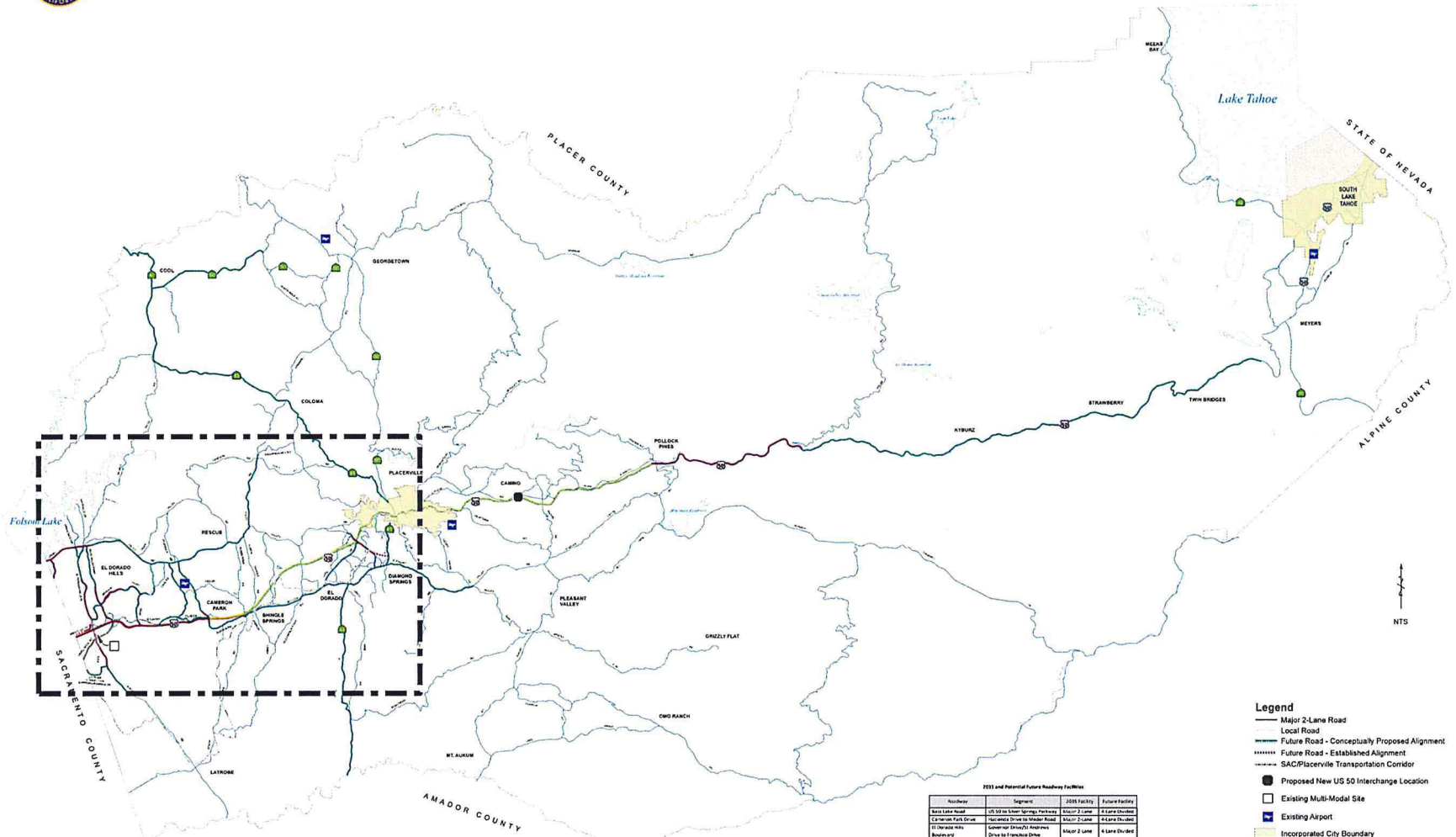
Notes: New Road Class Legend: 4-Lane Divided (4-Lane Divided) 4-Lane Divided

DISCLAIMER:
This depiction was compiled from unverified public and private sources and is illustrative only. No presentation is made as to the accuracy of this information. Parcel boundaries are particularly unreliable. Users make use of this depiction at their own risk.

Source: El Dorado County Community Development Agency
July, 2004, Amended xx-xx-xxxx



**FIGURE TC-1
CIRCULATION MAP FOR THE EL DORADO COUNTY GENERAL PLAN
DECEMBER 2016**



- Legend**
- Major 2-Lane Road
 - Local Road
 - Future Road - Conceptually Proposed Alignment
 - Future Road - Established Alignment
 - SAC/Placerville Transportation Corridor
 - Proposed New US 50 Interchange Location
 - Existing Multi-Modal Site
 - Existing Airport
 - Incorporated City Boundary
 - Lakes

2035 and Potential Future Roadway Facilities

Roadway	Segment	2035 Facility	Future Facility
Bank Lake Road	US 50 to Silver Springs Parkway	Major 2-Lane	4-Lane Divided
El Dorado Park Drive	McNabbs Drive to Meador Road	Major 2-Lane	4-Lane Divided
El Dorado Park Drive	McNabbs Drive to Meador Road	Major 2-Lane	4-Lane Divided
Bourland	Camanche Drive to Francisco Drive	Major 2-Lane	4-Lane Divided
Franklin Drive	El Dorado Drive to Meador to Green Valley Road	Major 2-Lane	4-Lane Divided
Green Valley Road	El Dorado Parkway to Deer Valley Road (Intersect)	Major 2-Lane	4-Lane Divided
Lafayette Connection (El Dorado Parkway Drive)	Golden Foothills Parkway to El Dorado Parkway Drive	Major 2-Lane	4-Lane Divided
Lafayette Road	Golden Foothills Parkway to El Dorado Parkway Drive	Major 2-Lane	4-Lane Divided
El Dorado Parkway	McNabbs Drive to US 50	Major 2-Lane	4-Lane Divided
White Rock Road	Lafayette Road to US 50	Major 2-Lane	4-Lane Divided

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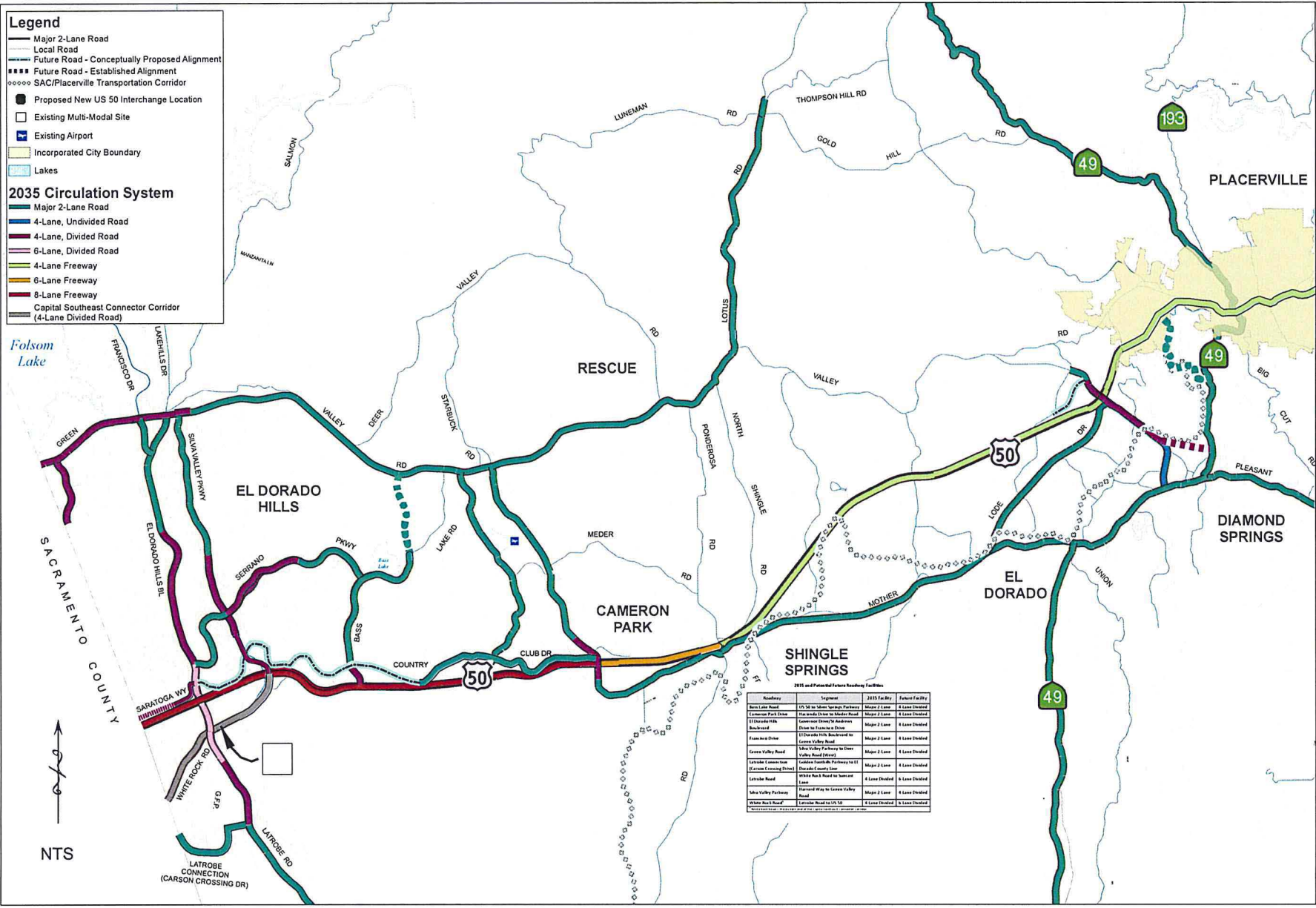


**FIGURE TC-1
CIRCULATION MAP FOR THE EL DORADO COUNTY GENERAL PLAN
DECEMBER 2016**

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July, 2004, Amended xx-xx-xxxx

- Legend**
- Major 2-Lane Road
 - Local Road
 - Future Road - Conceptually Proposed Alignment
 - Future Road - Established Alignment
 - SAC/Placerville Transportation Corridor
 - Proposed New US 50 Interchange Location
 - Existing Multi-Modal Site
 - Existing Airport
 - Incorporated City Boundary
 - Lakes
- 2035 Circulation System**
- Major 2-Lane Road
 - 4-Lane, Undivided Road
 - 4-Lane, Divided Road
 - 6-Lane, Divided Road
 - 4-Lane Freeway
 - 6-Lane Freeway
 - 8-Lane Freeway
 - Capital Southeast Connector Corridor (4-Lane Divided Road)

Folsom Lake



2035 and Potential Future Roadway Facilities

Roadway	Segment	2035 Facility	Future Facility
Burns Lake Road	SR 50 to Silver Springs Parkway	Major 2 Lane	4 Lane Divided
Chalchicomula Park Drive	SR 50 to Silver Springs Parkway	Major 2 Lane	4 Lane Divided
El Dorado Hills	Comstock Street/El Dorado Hills	Major 2 Lane	4 Lane Divided
Northwood	El Dorado Hills to Burnsville	Major 2 Lane	4 Lane Divided
Francisco Drive	El Dorado Hills to Burnsville	Major 2 Lane	4 Lane Divided
Green Valley Road	SR 50 to Burnsville	Major 2 Lane	4 Lane Divided
El Dorado - Carson Road	El Dorado Hills to Carson	Major 2 Lane	4 Lane Divided
El Dorado - Carson Road	El Dorado Hills to Carson	Major 2 Lane	4 Lane Divided
Latrobe Road	White Rock Road to Summit	4 Lane Divided	4 Lane Divided
White Valley Parkway	El Dorado Hills to Carson	Major 2 Lane	4 Lane Divided
White Rock Road	El Dorado Hills to Carson	Major 2 Lane	4 Lane Divided

