

TO: Honorable Mayor and City Council
Attention: Laura C. Kuhn, City Manager

FROM: Maureen T. Carson, Community Development Director

**SUBJECT: SELECTION OF THE PREFERRED LAND USE ALTERNATIVE FOR
CONSIDERATION IN THE DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE GENERAL PLAN UPDATE**

DISCUSSION:

Over the two past months, the City Council held four General Plan Update Update study sessions. At these meetings, the Council considered the Steering Committee's land use recommendations for the new growth areas and 13 citywide focus areas. The Council also considered staff's land use recommendations for properties within the City that have land use designations that do not match the existing use of the land, and a letter from the Nut Tree Airport manager requesting that various airport owned properties be given a "Public/Institution" land use designation. The land use recommendations for these properties were identified as "clean up" items.

Since the November 8 Council meeting, staff has identified an additional clean-up item. The City owns hillside property north of Lagoon Valley that is currently designated as "Hillside Agriculture." Staff recommends the land use designation for this property be changed to "Public Open Space" to reflect its current use. This property has been added to the summary table and corresponding map, attached as Attachment C.

The Preferred Land Use Alternative (PLUA) representing the Council's direction has been attached and summarized in a memo created by The Planning Center | DC&E (Attachment A). Summaries and maps representing the Council's direction for the citywide focus areas and clean-up properties have been attached as Attachments B and C, respectively. The land use designations for these three areas, along with the existing General Plan, constitute the preferred land use alternative. Following the Council's selection of the PLUA, staff and the General Plan Update consultant team will initiate the Draft Environmental Impact Report for the General Plan Update.

Preliminary Traffic Study

As discussed at the November 8 City Council meeting, the Jepson Ranch Group elected to conduct a preliminary traffic analysis of the draft preferred land use alternative. The purpose of this analysis was to provide the Jepson Ranch Group with information as to whether the proposed roundabouts at the Meridian/Weber and Midway interchanges would be adequate to serve development under the full buildout of the draft PLUA without triggering the need to widen the freeway overcrossings at those interchanges.

The Jepson Ranch group's traffic engineer is currently evaluating the operation of the proposed roundabouts using traffic volumes provided by the General Plan Update consultant team (consultant team). At the time this report was published, staff and the consultant team had not received the roundabout analysis that provides a basis to determine if freeway-overcrossing widening would be required.

To evaluate the operation of the roundabout intersections, the traffic subconsultant for the General Plan Update established projected traffic volumes citywide, and compiled initial level of service (LOS) results for 74 citywide study intersections. This “raw” data, provided to the Jepson Ranch group, reveals that out of the 74 study intersections, 40 are projected to operate at level of service (LOS) D or worse during the PM Peak hour at full buildout of the proposed General Plan, which includes the PLUA. (These results are based on the existing and planned roadway improvements.) The LOS policy direction received from the General Plan Steering Committee is that the City maintains the current General Plan policies regarding LOS.

These current LOS policies state the City is to strive to maintain LOS C as the minimum standard at all intersections, interchanges and road links. However, LOS D may be permitted by the Council as the LOS standard for infill areas or situations where existing development or other practical considerations limit improvement. The Council may also permit LOS D, E and F as an interim LOS pending future traffic improvements, or by making other findings specified in the General Plan.

The General Plan Environmental Impact Report (EIR) will establish the level of mitigation (i.e., additional lanes, intersection controls) needed to maintain LOS policy stated in the new General Plan. The preliminary LOS results for the study intersections is indicative that as the PLUA is built out, the Council could potentially receive numerous requests to allow LOS D or worse.

FISCAL IMPACT:

The General Plan Update is funded with an inter-fund loan from non-General Fund sources, approved by the City Council in 2010. At the conclusion of the General Plan Update, a development related fee will be established to recover the costs of the update from the property owners that benefit from the update.

RECOMMENDATION:

By simple motion, approve the preferred land use alternative, and direct Staff and The Planning Center I DC&E to begin the Environmental Impact Report for the General Plan Update.

ATTACHMENTS:

- A – Memo from the Planning Center I DC&E
- B – City Council Direction Regarding Citywide Focus Areas
- C – City Council Direction Regarding Clean Up Items