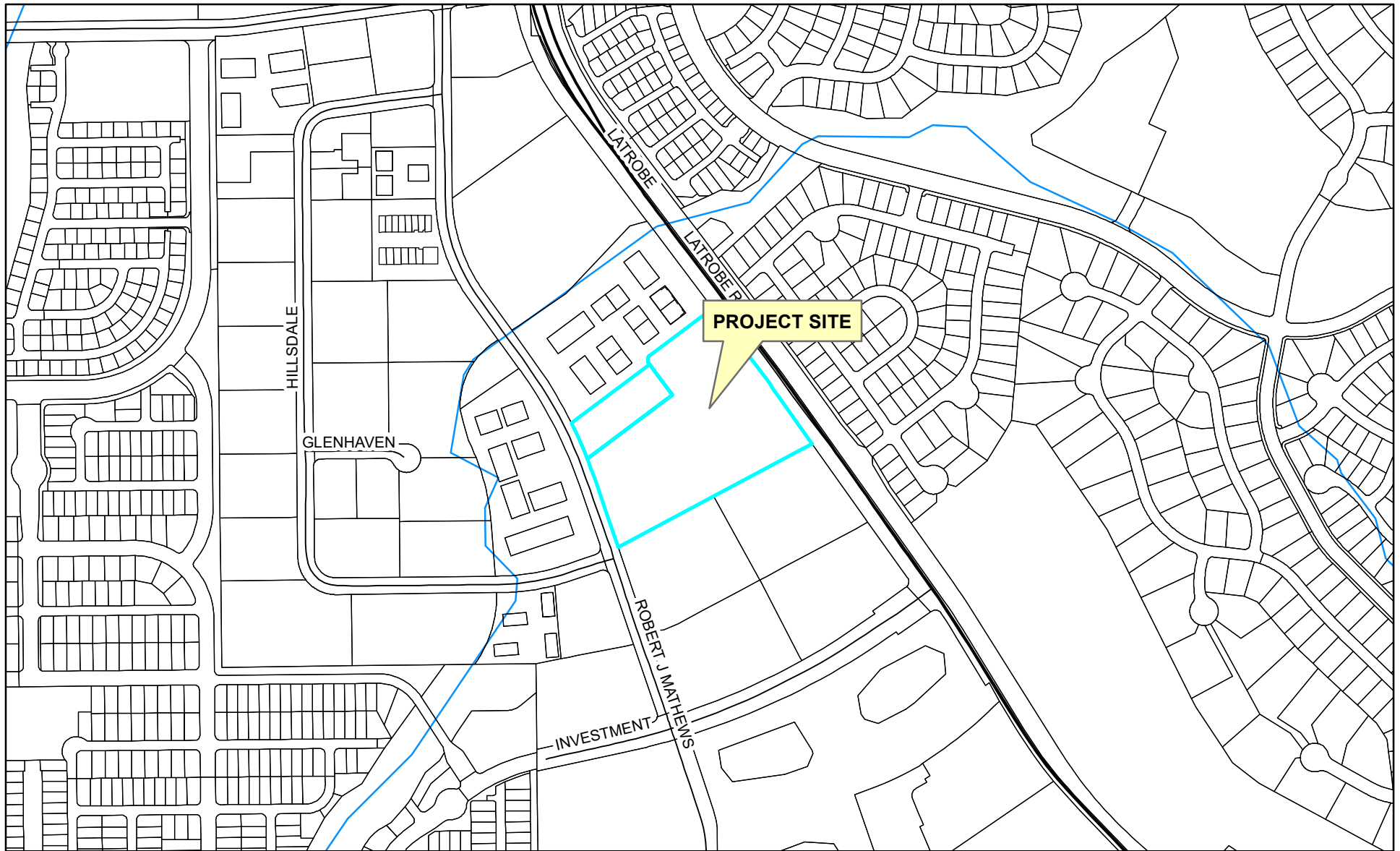
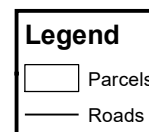


PD21-0002 LATROBE COMMERCIAL CONDOMINIUMS

EXHIBIT A - LOCATION MAP



0 320 640 1,280
Feet

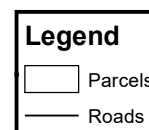


PD21-0002 LATROBE COMMERCIAL CONDOMINIUMS

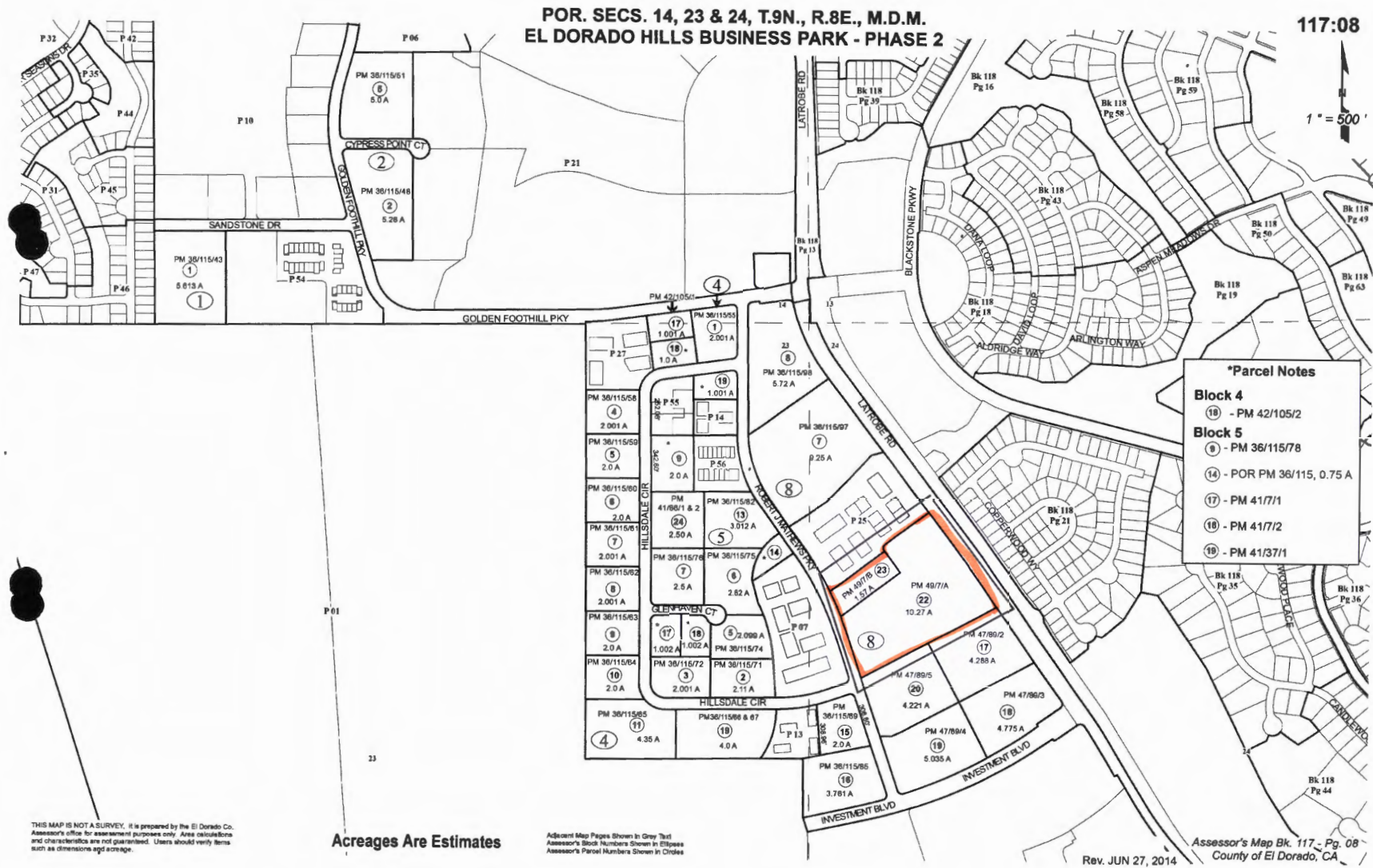
EXHIBIT B - AERIAL MAP



0 230 460 920 Feet



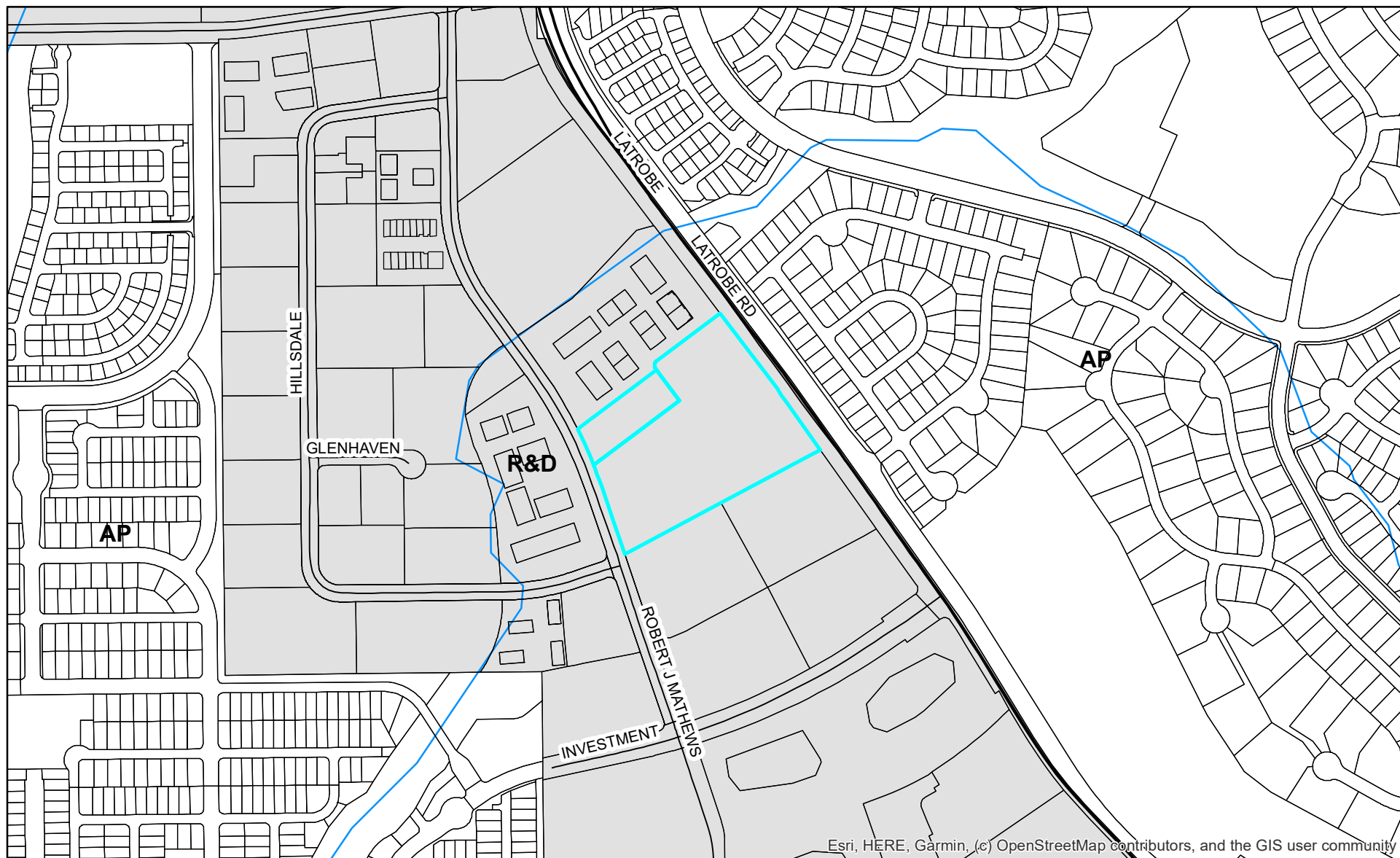
PD21-0002 LATROBE COMMERCIAL CONDOMINIUMS EXHIBIT C - ASSESSOR'S PARCEL MAP



PD21-0002

PD21-0002 LATROBE COMMERCIAL CONDOMINIUMS

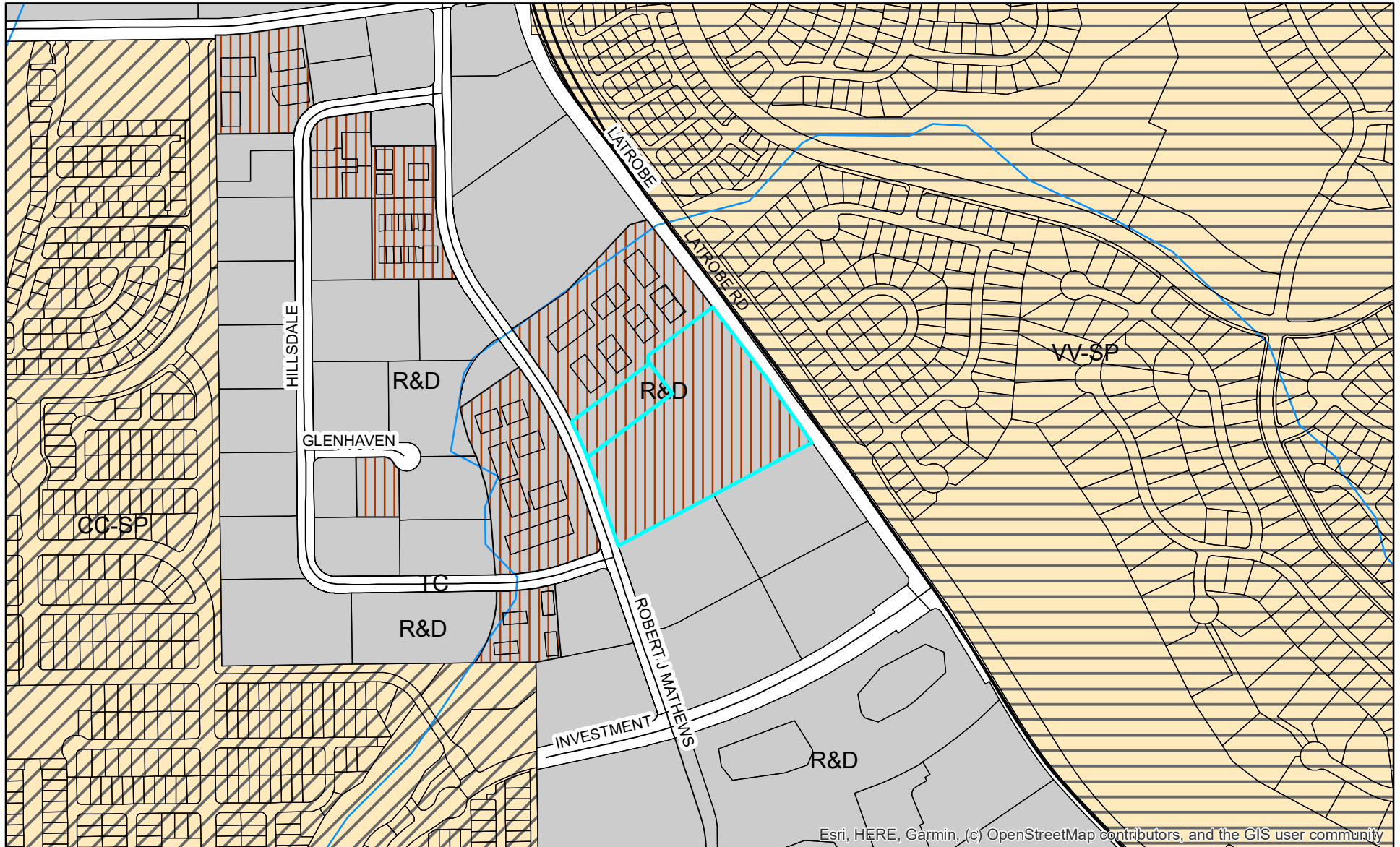
EXHIBIT D - GENERAL PLAN LAND USE MAP (R&D)



0 175 350 700 1,050 1,400 Feet

PD21-0002 LATROBE COMMERCIAL CONDOMINIUMS

EXHIBIT E - ZONING MAP (R&D-PD)



0 150 300 600 900 1,200 Feet

R&D = Research & Development
 CC-SP = Carson Creek Specific Plan
 VV-SP = Valley View Specific Plan
 TC = Transportation Corridor



PD21-0002 LATROBE COMMERCIAL CONDOMINIUMS EXHIBIT F - SITE PLAN



SITE PLAN - KEY NOTES

- STANDARD PARKING STALL
- ADA PARKING STALL
- LANDSCAPE AREA
- ASPHALT DRIVE
- 6" CURB
- TRASH ENCLOSURE
- SIDEWALK
- PROPERTY LINE
- ADA RAMP
- PATH OF TRAVEL
- ROLLING GATE EQUIPPED WITH KNOX BOX
- FIRE LANE
- DRAINAGE EASEMENT
- EXISTING ROCK TO BE REMOVED
- EXISTING STORM DRAIN TO REMAIN
- NOT USED
- 7"X10" TEMPORARY ASPHALT CURB
- CONSTRUCTION LIMITS FOR PHASE I

LA VERNE,
LOS ANGELES CITY
CALIFORNIA
LAND USE SERVICES

SITE PLAN

BUILDING AREA PHASE I

BUILDING A	8,765	SG. FT.
BUILDING B	23,845	SG. FT.
BUILDING C	29,043	SG. FT.
BUILDING D	16,787	SG. FT.
TOTAL	77,457	SG. FT.
MECH. RM.	135X50	SG. FT.
TOTAL	675	SQ. FT.
TOTAL AREA	78,132	SG. FT.

BUILDING UNITS PHASE I

BUILDING A	25X50 (7-UNITS)
BUILDING B	25X50 (16-UNITS)
BUILDING C	25X60 (7-UNITS)
BUILDING D	25X50 (11-UNITS)
TOTAL	58-UNITS
PHASE 2 FUTURE INFORMATION	
FUTURE BUILDINGS 1, 2, 3 AND 4	
BUILDING 1 - 15,572 SF	
BUILDING 2 - 31,345 SF	
BUILDING 3 - 31,345 SF	
BUILDING 4 - 31,345 SF	
TOTAL SF FUTURE UPPER SITE = 109,607 SF	

SITE DATA PHASE I

SITE AREA TOTAL	216,096.79	SG. FT. or 4.96 ACRES
BLDG. COV. TOTAL	78,132.00	SG. FT. (216,096.79) = 36.16%
LANDSCAPE AREA	34,482.00	SG. FT. (216,096.79) = 16.41%
ASPHALT AREA	102,502.79	SG. FT. (216,096.79) = 47.43%
REQ. PARKING	1	1 SPACE PER 250 OF ACTIVE USE AREA (AUA) LESS 50% OF AUA FOR STORAGE USE = 77,457,250 - 308 (LESS 50%) = 165 SPACES
TOTAL PROVIDED PARKING	UNIT	EXTERIOR PARKING SPACES = 160 SPACES INTERIOR PARKING SPACES = NA
FRONT LOT ADA PARKING	VAN	= 2 SPACES
TOTAL PARKING	STANDARD	= 168 SPACES

GENERAL NOTES

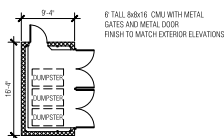
EXTERIOR LIGHTS SHOULD NOT CAUSE GLARE OR EXCESSIVE LIGHT SPILLAGE ONTO NEIGHBORING SITES.

VICINITY MAP



SITE PLAN LEGEND

- PROPERTY LINE
- CENTERLINE OF STREET
- LANDSCAPE AREA
- OFF SITE SIDEWALK



1 SITE PLAN

SCALE

1"=20'

A1.0

**PD21-0002 LATROBE COMMERCIAL CONDOMINIUMS
EXHIBIT G - ARCHITECTURAL REVIEW COMMITTEE LETTER**

JOHN SUTTON, ARCHITECT

May 30, 2025

Applicant:

Renda Law Offices - Vincent or Ryan
970 Reserve Dr, #201
Roseville, CA 95678
Phone: 916-812-1026
email: ryan@rlods.com or vr@rendalawoffices.com

**El Dorado Hills Business Park Architectural Design Review for 200819 Latrobe Rd
, El Dorado Hills Business Park, CA**

The El Dorado Hills Business Park Architectural Review Committee has completed its review of the above referenced project and has **Approved** this submittal based on the following conditions.

1. The design and location is per the updated & revised Drawings submitted by the applicant on 5/2/2025. The application was dated 12/1/2020 both of which have been forwarded to the Architectural Review Committee.
2. The gates and walls at the entrance shall be solid gates and walls to prevent viewing the interior of the project within the walls.
3. This approval does not include signage. Signage may be a deferred submittal.

The Applicant shall note that this approval does not constitute approval by the El Dorado County Planning Department. Please let me know if you have any questions.

Sincerely,



John Sutton, Architect
Cc: EDHBP Architectural Review Committee,
Kurt Biddle: Kocal Properties Inc.

6080 Pony Express Trail #6 Pollock Pines, CA 95726
Ph: (530) 647-1420
suttonarch@gmail.com

Latrobe Condominiums

Transportation Impact Analysis Report

Prepared for:
El Dorado County

June 2024

RS24-4330

FEHR  PEERS

**PD21-0002 LATROBE COMMERCIAL CONDOMINIUMS
EXHIBIT H - TRANSPORTATION IMPACT ANALYSIS REPORT**

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1. Introduction

Report Overview

This report presents the results of a transportation impact study (TIS) completed for Latrobe Condominiums (project) in the El Dorado Hills community, which is in unincorporated El Dorado County (County), California.

The purpose of this impact analysis is to evaluate the project's consistency with the policies of the El Dorado County General plan related to the performance of the transportation system. The proposed project is consistent with the General Plan land use designation (Research & Development). Therefore, the traffic operations analysis is conducted under existing conditions.

The remaining sections of this report document the proposed project, analysis methodologies, LOS deficiencies, improvement recommendations, and on-site transportation review.

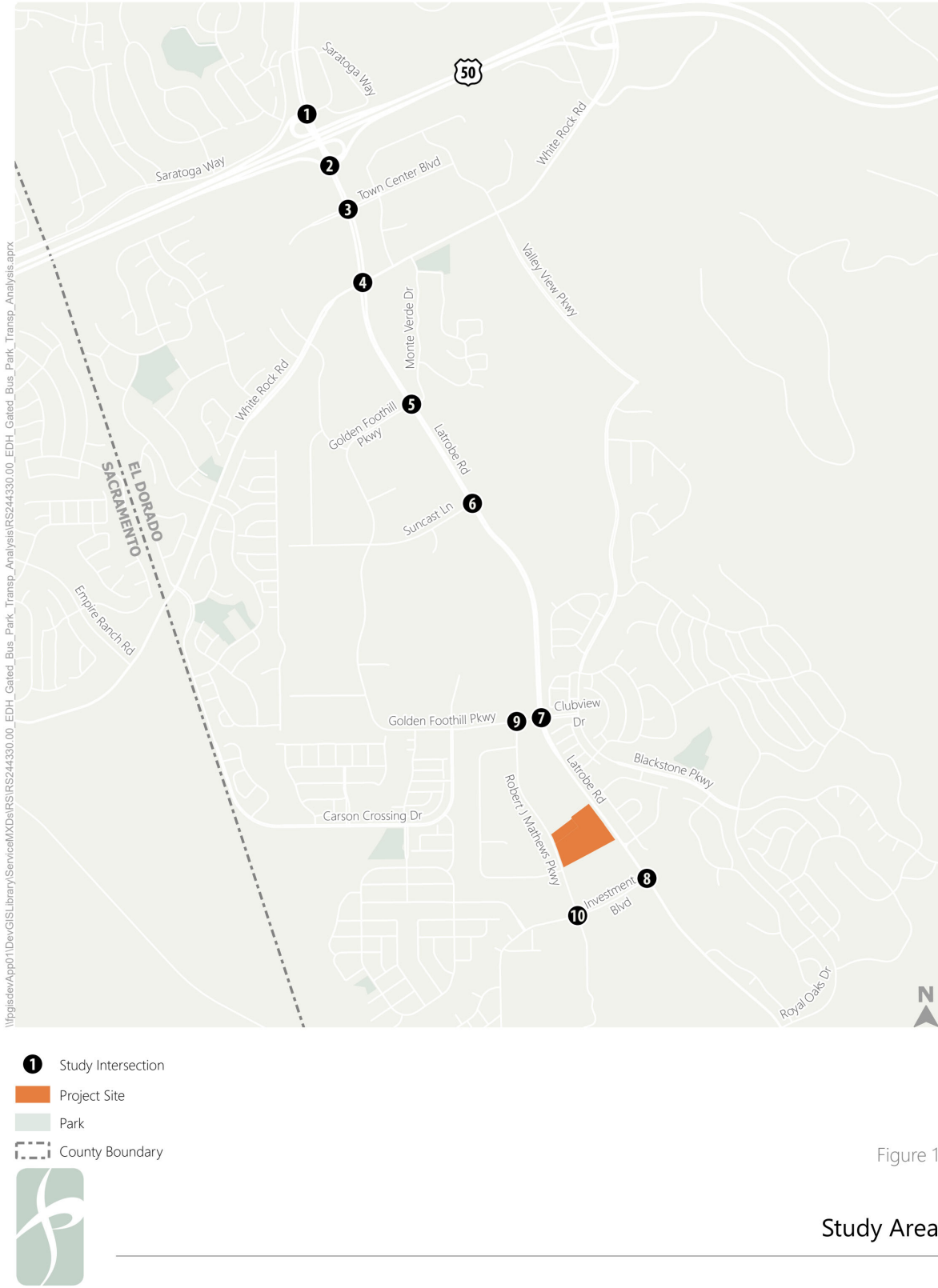
Project Description

Figure 1 shows the location of the proposed project and study intersections. The project includes two phases of development. Phase 1 includes four buildings with 58 units and a total of 76,243 square feet of space. Phase 2 includes four buildings with a total of 109,607 square feet of space. Access to the project site would be provided via three full access driveways on Robert J. Mathews Parkway.

Project Scoping

The scope of the transportation impact analysis was developed through coordination with the El Dorado County Community Development Agency (Long Range Planning). This study was performed in accordance with the *El Dorado County Transportation Impact study Guidelines, November 2014*.

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EXHIBIT H - TRANSPORTATION IMPACT ANALYSIS REPORT



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2. Regulatory Setting

The Transportation and Circulation Element of the El Dorado County General Plan (Amended August 2019) outlines goals and policies that coordinate the transportation and circulation system with planned land uses. The following goals and their associated policies are relevant to the project.

GOAL TC-1: 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.

GOAL TC-X: To coordinate planning and implementation of roadway improvements with new development to maintain adequate levels of service on County roads.

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.

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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 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.

GOAL TC-2: To promote a safe and efficient transit system that provides service to all residents, including senior citizens, youths, the disabled, and those without access to automobiles that also helps to reduce congestion, and improves the environment.

GOAL TC-3: To reduce travel demand on the County's road system and maximize the operating efficiency of transportation facilities, thereby reducing the quantity of motor vehicle emissions and the amount of investment required in new or expanded facilities.

GOAL TC-4: To provide a safe, continuous, and easily accessible non-motorized transportation system that facilitates the use of the viable alternative transportation modes.

GOAL TC-5: To provide safe, continuous, and accessible sidewalks and pedestrian facilities as a viable alternative transportation mode.

The El Dorado County Community Development Agency's (CDA) *Transportation Impact Study Guidelines* (El Dorado County, 2014) set forth the protocols and procedures for conducting transportation analysis in the County, including the identification of the study area (TIS Guidelines). All the study intersections for the proposed project are within the County's jurisdiction. In addition, the project is subject to Measure E, which was adopted June 6, 2016, and became official on July 29, 2016.

3. Analysis Methodology

Analysis Procedures

Each study facility was analyzed using the concept of Level of Service (LOS). LOS is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents long delays and a facility that is operating at or near its functional capacity.

Intersections

Traffic operations at the study intersections were analyzed using procedures and methodologies contained in the *Highway Capacity Manual* (HCM), 7th Edition (Transportation Research Board, 2022). These methodologies were applied using Cubic-Trafficware's Synchro 11 software. **Table 1** displays the delay range associated with each LOS category for signalized and unsignalized intersections based on the HCM.

The HCM methodology determines the level of service (LOS) at signalized intersections by comparing the average control delay (i.e., delay resulting from initial deceleration, queue move-up time, time actually stopped, and final acceleration) per vehicle at the intersection to the established thresholds. The LOS for traffic signal controlled and all-way stop controlled intersections is based on the average control delay for the entire intersection. For side-street stop-controlled intersections, the LOS is evaluated separately for each individual movement with delay reported for the critical (i.e., worst case) turning movement.

The following procedures/assumptions were applied for the existing and plus project conditions analyses:

- Roadway geometric data was gathered using aerial photographs and field observations.
- SimTraffic, Synchro's microsimulation module, was used to analyze Latrobe Road/El Dorado Hills Boulevard intersections near US 50 (i.e., between White Rock Road and Saratoga Way). For each scenario, 10 microsimulation model runs were averaged to yield the reported results.
- For SimTraffic intersections and closely spaced intersections (i.e., Golden Foothill Parkway at Robert J Mathews Parkway and Latrobe Road), system-wide peak hours were used to determine peak hour traffic volumes, heavy vehicle percentages, and peak hour factors. For all other intersections, the peak hour traffic volumes, heavy vehicle percentages, and peak hour factors were entered at an intersection-level, according to the peak hour of each intersection.
- The counted pedestrian and bicycle volumes were used.
- Signal phasing and timings were based on existing signal timing sheets provided by El Dorado County and/or field observations.
- Speeds for the model network were based on the posted speed limit.

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TABLE 1: INTERSECTION LEVEL OF SERVICE CRITERIA

Level-of-Service	Average Control Delay (seconds/vehicle)		Description
	 Signalized	 Stop Controlled	
A	< 10.0	< 10.0	Very low delay. At signalized intersections, most vehicles do not stop.
B	10.0 to 20.0	10.0 to 15.0	Generally good progression of vehicles. Slight delays.
C	>20.0 to 35.0	> 15.0 to 25.0	Fair progression. At signalized intersections, increased number of stopped vehicles.
D	>35.0 to 55.0	>25.0 to 35.0	Noticeable congestion. At signalized intersections, large portion of vehicles stopped.
E	>55.0 to 80.0	>35.0 to 50.0	Poor progression. High delays and frequent cycle failure.
F	>80.0	>50.0	Oversaturation. Forced flow. Extensive queuing.

Source: Highway Capacity Manual (Transportation Research Board, 2010)

Roadway Segments

Roadway segment LOS was determined by comparing roadway traffic volumes with peak hour LOS capacity thresholds. These thresholds are shown in **Table 2**. The arterial LOS is based on methodology contained in the HCM 6th Edition (2016) and was applied for the analysis of the 2022 annual update to the County's *Traffic Impact Fee Schedule* (Adopted May 17, 2021).

**TABLE 2:
PEAK HOUR ROADWAY SEGMENT CAPACITIES BY FUNCTIONAL CLASSIFICATION AND LOS**

Functional Classification	Lanes	Roadway Segment Capacity (Vehicles per Hour)				
		LOS A	LOS B	LOS C	LOS D	LOS E
Arterial	2	N/A	N/A	640	1,310	1,510
Arterial (Divided)	4	N/A	N/A	1,430	2,910	3,180
	6	N/A	N/A	2,210	4,480	4,790
Arterial (Undivided)	4	N/A	N/A	1,360	2,770	3,030

Source: Peak hour roadway segment capacities based on the HCM 6th Edition and developed by the El Dorado County Community Development Agency (Long Range Planning).

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Performance Standards

General Plan Circulation Policy TC-Xd provides Level of Service standards for County-maintained roads and state highways as follows:

- 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 as applicable shall not exceed the ratio specified in that table. *(Note: None of the study roadways are presented in Table TC-2)*
- If a project causes the peak hour level of service or volume/capacity ratio on a county road or state highway that would otherwise meet the County standards (without the project) to exceed County LOS thresholds, then the impact shall be considered significant.
- If any county road or state highway fails to meet the above listed county standards for peak hour LOS or volume/capacity ratios without the proposed project, and the project will worsen conditions on the road or highway, then the impact shall be considered significant. The term worsen is defined for the purpose of this paragraph according to General Plan Policy TC-Xe as follows:
 - A. A two (2) percent increase in traffic during the AM peak hour, PM 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 AM peak hour or the PM peak hour.

All study facilities are in the Community Regions.

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4. Existing Conditions

Study Area

Figure 1 identifies the study area, which is based on coordination with El Dorado County Community Development Agency (Long Range Planning) staff, expected distribution of project trips, and review of the *Transportation Impact Study Guidelines*. The following study intersections and road segments were selected for analysis during both the AM and PM peak hours.

Existing Intersections:

1. El Dorado Hills Boulevard/US 50 Westbound Ramps
2. Latrobe Road/US 50 Eastbound Ramps
3. Latrobe Road/Town Center Boulevard
4. Latrobe Road/White Rock Road
5. Latrobe Road/Golden Foothill Parkway (N)/Monte Verde Dr
6. Latrobe Road/Suncast Lane
7. Latrobe Road/Golden Foothill Parkway (S)/Clubview Drive
8. Latrobe Road/Investment Boulevard
9. Golden Foothill Parkway/Robert J Mathews Parkway
10. Investment Boulevard/Robert J Mathews Parkway

Roadways:

1. Latrobe Road – North of Saratoga Way/Park Drive¹
2. Latrobe Road – US 50 EB Ramps to Town Center Boulevard
3. Latrobe Road – Town Center Boulevard to White Rock Road
4. Latrobe Road – White Rock Road to Golden Foothill Parkway/Monte Verde Drive
5. Latrobe Road – Golden Foothill Parkway/Monte Verde Drive to Suncast Lane
6. Latrobe Road – Suncast Lane to Golden Foothill Parkway/Clubview Drive
7. Latrobe Road – Golden Foothill Parkway/Clubview Drive to Investment Boulevard
8. Latrobe Road – South of Investment Boulevard
9. White Rock Road – Latrobe Road to Vine Street/Valley View Parkway¹
10. White Rock Road – Vine Street/Valley View Parkway to Clarksville Road¹

¹ These roadway segments were added to the study area during the analysis when it was determined that the project would add 10 or more trips to facilities beyond the study area (e.g., east on White Rock Road or north on El Dorado Hills Boulevard). These roadway segments were analyzed using data collected in 2022 for the Project Frontier study, available 2023 data on the County's online traffic counts database (<https://edcroads.edcgov.us/Traffic>), and/or 2024 counts.

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Roadway Network

The characteristics of the roadway system near the project site are described below. Where applicable, the roadway designation given in the *2004 El Dorado County General Plan* (amended August 2019) is provided. **Figure 2** shows the roadway network in the study area, including lanes and posted speed limits.

US Route 50 (US 50) is an east-west freeway located about 2.2 miles north of the project site. Generally, US 50 serves most of El Dorado County's major population centers and provides regional connections to the west (i.e., Sacramento) and to the east (i.e., State of Nevada). Primary access to the project site from US 50 is provided via the US 50/El Dorado Hills Boulevard/Latrobe Road and US 50/Silva Valley Parkway/White Rock Road interchanges. Near the project site, westbound US 50 has a high-occupancy vehicle (HOV) lane and two general purpose travel lanes, and eastbound US 50 has an HOV lane and three general purpose travel lanes.

El Dorado Hills Boulevard is a north-south roadway that continues as Salmon Falls Road on the north and Latrobe Road to the south of US 50. The roadway is four lanes with a center median between Park Drive/Saratoga Way and Governor Drive. Between US 50 and Park Drive/Saratoga Way, the roadway section widens to six lanes to accommodate vehicle demand near the US 50/El Dorado Hills Boulevard/Latrobe Road interchange. The County's General Plan identifies El Dorado Hills Boulevard as a four-lane divided road south of Governor Drive except near US 50 where the designation changes to a six-lane divided road.

Latrobe Road is a north-south roadway and is the continuation of El Dorado Hills Boulevard south of US 50. Latrobe Road is six lanes near the US 50 interchange, narrows to four lanes south of White Rock Road, and eventually narrows to two lanes as it continues south to connect with State Route 16 in Amador County. The General Plan identifies Latrobe Road as a six-lane divided roadway near the US 50 interchange transitioning to a four-lane divided road, then a two-lane major road, and eventually a two-lane regional road serving the southwest portion of the County. Latrobe Road serves about 34,100 vehicles per weekday north of White Rock Road.

White Rock Road is the continuation of Silva Valley Parkway south of US 50. South of Clarksville Road, White Rock Road is predominantly a two or three lane roadway until west of Monte Verde Drive where the cross section widens to four lanes; the cross-section reduces again after Windfield Way. The General Plan identifies White Rock Road as a four-lane divided road east and west of Latrobe Road. White Rock Road serves about 11,200 vehicles per weekday west of Latrobe Road.

Golden Foothill Parkway is a two-lane collector that loops through the northern section of the El Dorado Hills Business Park (EDHBP) site. Golden Foothill Parkway intersects Latrobe Road twice, opposite Monte Verde Drive and Clubview Drive. A majority of project vehicles are expected to use Golden Foothill Parkway to access Robert J Mathews Parkway and the project.

Robert J Mathews Parkway is a north-south collector in the southern section of the EDHBP. Robert J Mathews Parkway extends from near the southern edge of the EDHBP to Golden Foothill Parkway. The

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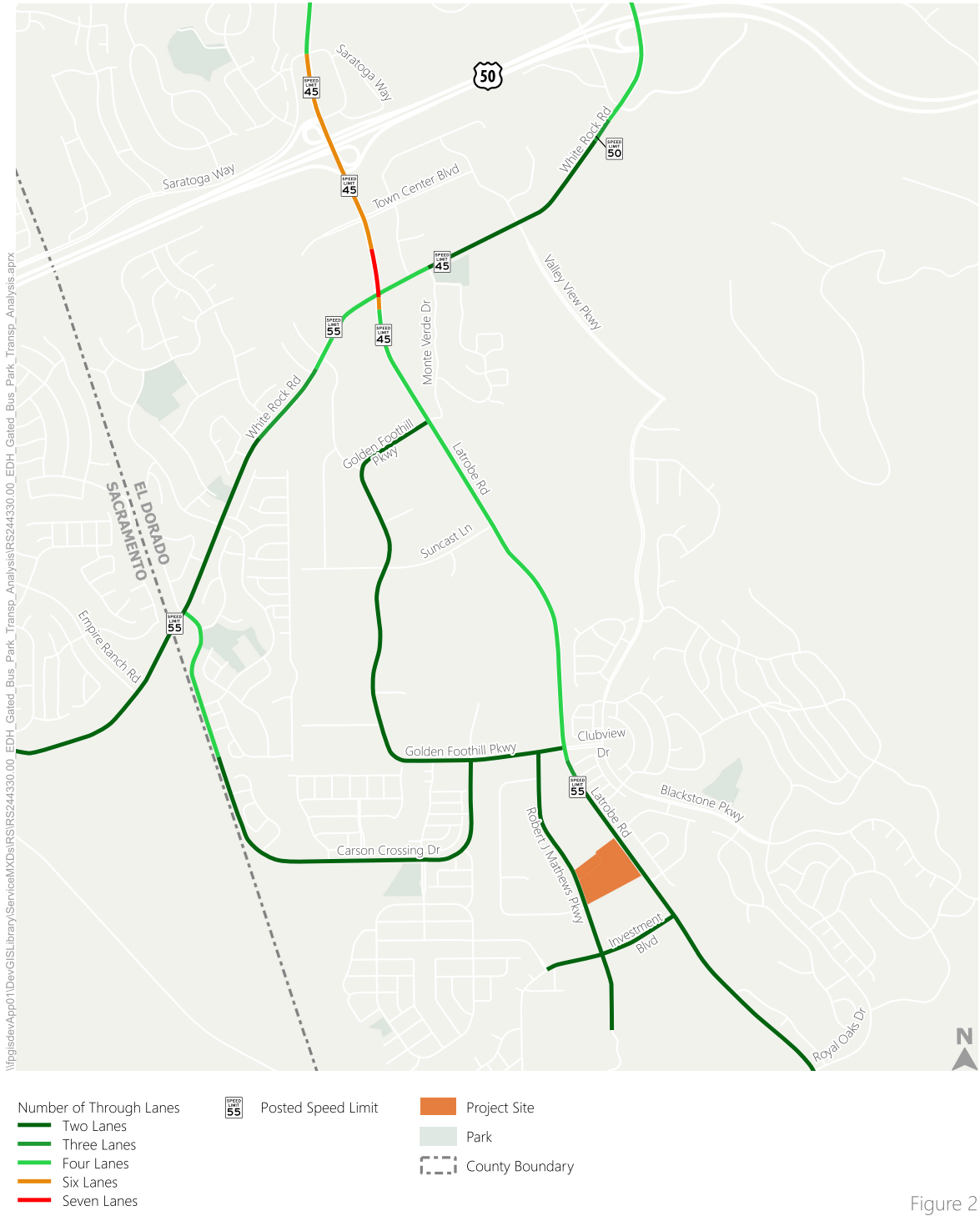


Figure 2

Roadway Network



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roadway does not have a posted speed limit other than in a school zone south of Golden Foothill Parkway with a 25 mile per hour speed limit when children are present. The proposed project site is located on Robert J Mathews Parkway just north of Hillsdale Circle.

Investment Boulevard is an east-west collector that extends through the southern section of the EDHBP between Latrobe Road and Pismo Drive. A portion of project vehicles are expected to use Investment Boulevard to access Robert J Mathews Parkway and the project.

Pedestrian Network

There are no pedestrian facilities in the immediate vicinity of the project site. Sidewalks are present to varying degrees on Golden Foothill Parkway and Investment Boulevard several hundred feet west of Robert J Mathews Parkway. Additionally, there are crosswalks on three of the four approaches at the Latrobe Road/Golden Foothill Parkway/Clubview Drive intersection and on two of the three approaches at the Latrobe Road/Investment Boulevard intersection. Both intersections are signalized and provide pedestrian push buttons. These intersections also provide connections to the paved off-street path on the east side of Latrobe Road that extends along Latrobe Road between Royal Oaks Drive and Suncast Lane.

Bicycle Network

Existing bicycle facilities within the study area are displayed in **Figure 3**. Bicycle facilities are classified into three categories:

- Class I Bicycle Path – Off-street bike paths within exclusive right-of-way; usually shared with pedestrians.
- Class II Bicycle Lane – Striped on-road bike lanes adjacent to the outside travel lane on preferred corridors for biking.
- Class III Bicycle Route – Shared on-road facility, usually delineated by signage and pavement markings.

According to the *El Dorado County Active Transportation Plan (2020)*, mapping information provided by the County, and field observations, the following major bikeway facilities are present within the study area:

- Class II bicycle lanes on portions of Latrobe Road (north of Investment Boulevard), White Rock Road, Silva Valley Parkway, Carson Crossing Road, Valley View Parkway, Blackstone Parkway, and Royal Oaks Drive.
- Class I bicycle path adjacent to the east side of Latrobe Road between Royal Oaks Drive and Suncast Lane. There are also Class I bicycle paths along the edge of certain residential neighborhoods west of the project site.

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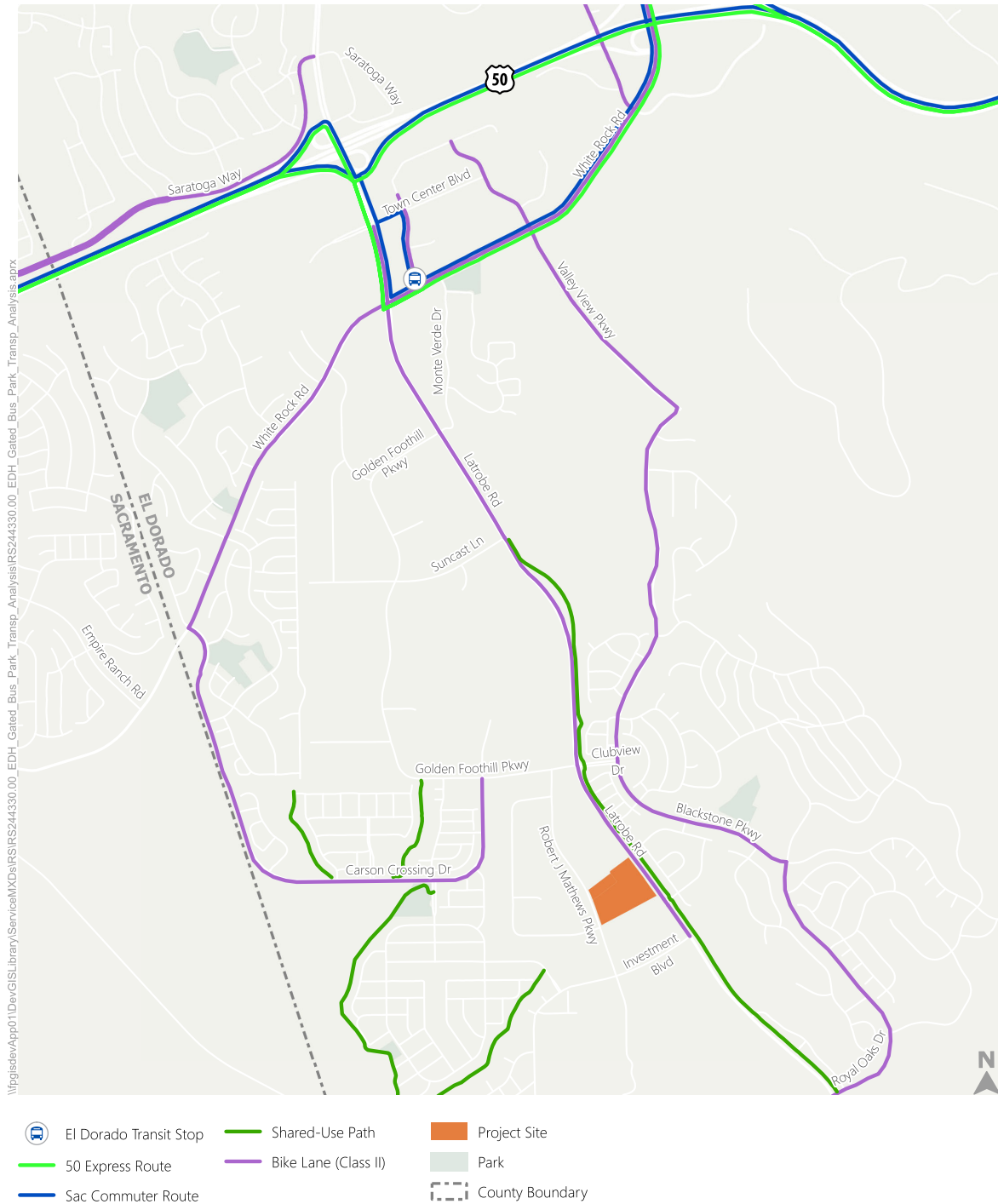


Figure 3



Existing Bicycle and Transit Facilities

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Transit Network

El Dorado County Transit Authority (EDCTC) provides public transit service within the study area. El Dorado Hills is currently served by Dial-A-Ride, SAC MED, the Sacramento Commuter, and the 50 Express. The SAC MED, Sacramento Commuter, and 50 Express serve only the El Dorado Hills Park-and-Ride Lot and do not circulate within the community. **Figure 3** shows existing transit routes in the project area.

The EDCTC completed the *El Dorado Hills Community Transit Needs Assessment and US 50 Corridor Operations Plan* in May 2013 and the *Western El Dorado County 2019 Short- and Long-Range Transit Plan* in November 2019. These documents explore how recent growth and projected development impact the need for transit services. The Dial-A-Ride, SAC MED, 50 Express, and Sacramento Commuter services, which are addressed in those plans, are described briefly below.

Dial-A-Ride service is a demand response service designed for seniors and disabled passengers, with limited access available for the general public. The service is currently available on a first-come, first-serve basis Monday through Friday between the hours of 7:30 AM and 5:00 PM, and between 8:00 AM and 5:00 PM on Saturdays and Sundays. El Dorado Hills is one of eight geographic zone service areas.

Sacramento Commuter service is offered Monday through Friday between El Dorado County and downtown Sacramento. Morning departures from El Dorado County locations are currently scheduled from 5:10 AM to 8:30 AM, and afternoon eastbound departures from Sacramento occur from 3:20 PM to 6:10 PM. A reverse commuting service is offered. The El Dorado Hills Park-and-Ride located in Town Center at the White Rock Road/Post Street intersection is the nearest stop location to the project.

SAC MED provides non-emergency medical appointment transportation for seniors, disabled, and general public passengers on Tuesdays and Thursdays. It serves medical facilities in Sacramento and Roseville for appointments between 10:00 AM and 2:00 PM. The El Dorado Hills Park-and-Ride is the nearest stop location to the project.

Route 50X (50 Express) operates Monday through Friday between the Placerville Station Transfer Center and the Folsom Iron Point light rail station. Notable stops also include the Folsom Lake College, Missouri Flat Transfer Center, Red Hawk Casino, Intel, and Kaiser Folsom. The El Dorado Hills Park-and-Ride is the nearest stop location to the project.

Traffic Volumes & Observations

Intersection turning movement counts were collected to determine the existing traffic operations of study facilities. The counts were collected in February 2024 during the AM peak period (6 AM to 9 AM) and PM peak period (4 PM to 7 PM) at all study locations. They included passenger vehicles, heavy vehicles, bicyclists, and pedestrians. Weather conditions were dry and local schools were in session during the data collection.

Figure 4 displays peak hour traffic volumes, lane configurations, and traffic controls at each of the study intersections.

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Field observations conducted during the AM and PM peak periods identified extensive vehicle queuing near the US 50/El Dorado Hills Boulevard interchange, with the longest queues occurring northbound during the evening (see **Image 1**). Northbound queuing is due to poor lane utilization on the northbound approach at the Town Center Boulevard intersection. This condition occurs because there is only one northbound through lane that continues through the US 50 interchange. However, all queued vehicles were served during the peak hour, so the traffic counts are representative of peak hour travel demand since the vehicle queues dissipate during the peak hour.



Image 1: An elevated view of Latrobe Road at White Rock Road shows a queue in the third northbound lane spilling back into the intersection during the PM peak hour.

During the AM peak hour, long queues were observed at Golden Foothill Parkway/Robert J Mathews Parkway on the northbound and westbound approaches to the intersection (see **Image 2**). Motorists desiring to turn left from westbound Golden Foothill Parkway to southbound Robert J Mathews Parkway queue back to Latrobe Road due to the constant flow of eastbound traffic on Golden Foothill Parkway (a total of 382 eastbound through and right-turn vehicles were counted at Golden Foothill Parkway/Robert J Mathews Parkway during the AM peak hour). Eastbound traffic also causes extensive queuing for vehicles making the northbound right-turn movement from Robert J Mathews Parkway onto eastbound Golden Foothill Parkway.

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Image 2: A queue of eight westbound Golden Foothill Parkway vehicles waiting for a gap in traffic to complete the left-turn movement to southbound Robert J Mathews Parkway.

During the AM and after-school peak hours, the Robert J Mathews Parkway/Investment Boulevard intersection exhibits extensive queuing due to school pick-up/drop-off at the John Adams Academy. During school pick-up, vehicles queue in the curb lane on southbound Robert J Mathews Parkway. The pick-up queue routinely extends from Investment Boulevard to Golden Foothill Parkway. Eastbound queuing at the Latrobe Road/Investment Boulevard intersection occurs because of the high volume of vehicles making the eastbound left turn, and the location of the John Adams Academy driveway adjacent to the intersection. This intersection only sees significant congestion during the 15-30 minutes of school pick-up and drop-off surges. The school-related congestion typically dissipates by the time the PM peak period begins (i.e., 4:00 PM).

Existing Conditions Peak Hour Vehicle LOS

Intersections

Table 3 summarizes existing conditions AM and PM peak hour LOS for the study intersections. As described in the “Analysis Methodology” section, an intersection that is operating at LOS E or better in a Community Region is considered to operate at an acceptable level. **Table 3** shows that all study intersections operate at LOS E or better except for Golden Foothill Parkway/Robert J Mathews Parkway, where the northbound left movement operates at LOS F during the AM peak hour. Additionally, the southbound through movement at the Investment Boulevard/Robert J. Mathews Parkway intersection operates at LOS F during the AM peak hour (though the intersection operates at LOS E overall). Detailed LOS analysis sheets are contained in Appendix A. See **Table 1** for a definition of LOS as it relates to intersection delay.

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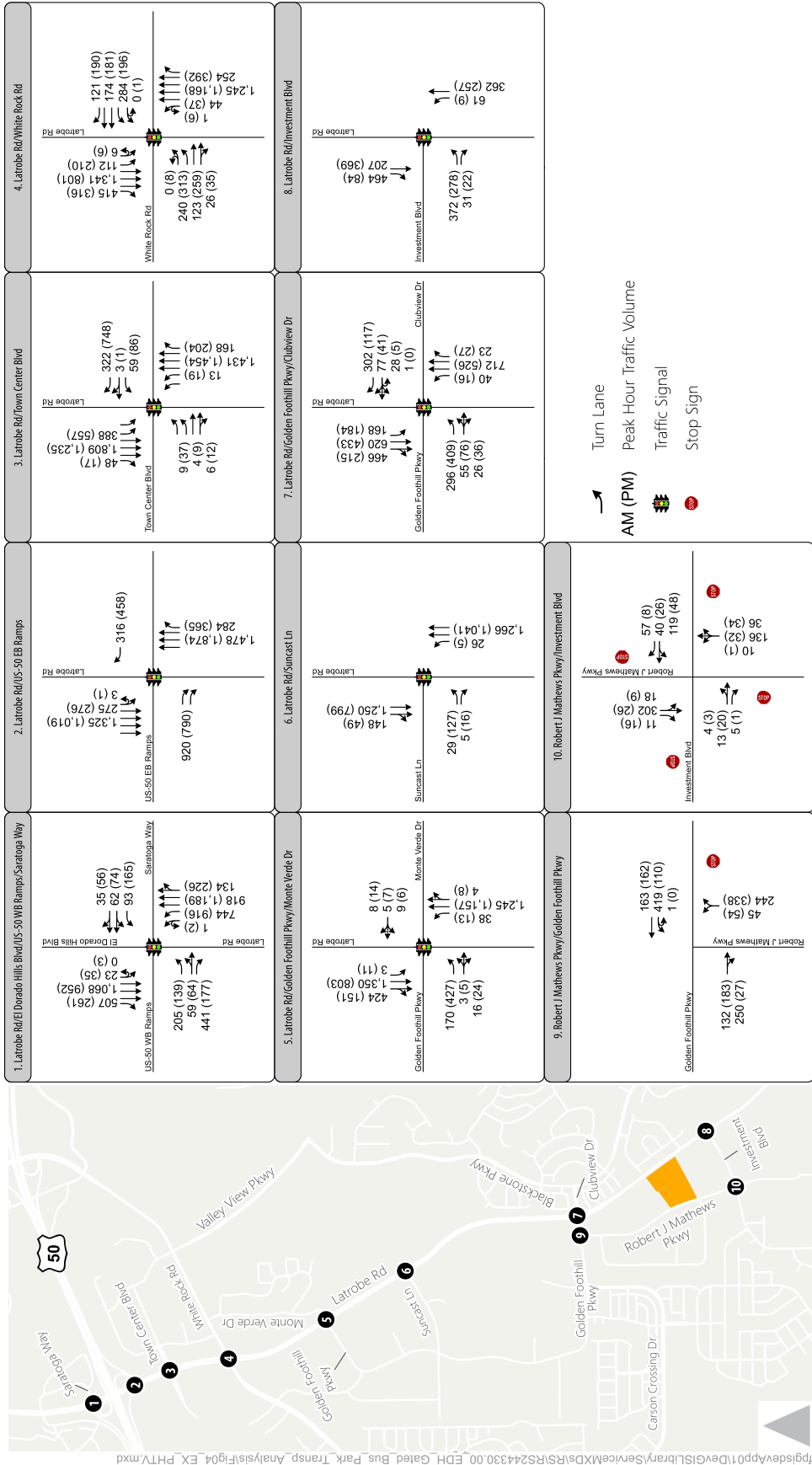


Figure 4
Peak Hour Traffic Volumes
and Lane Configurations -
Existing Conditions

1 Study Intersection
Project Site



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TABLE 3: PEAK HOUR LEVEL OF SERVICE – EXISTING CONDITIONS (INTERSECTION)

Intersection	Traffic Control	LOS / Delay (seconds) ¹	
		AM Peak Hour	PM Peak Hour
1. El Dorado Hills Blvd. / US 50 WB Ramps / Saratoga Way	Signal	D / 42	D / 50
2. Latrobe Rd. / US 50 EB Ramps	Signal	B / 17	C / 21
3. Latrobe Rd. / Town Center Blvd.	Signal	C / 28	D / 43
4. Latrobe Rd. / White Rock Rd.	Signal	D / 37	D / 35
5. Latrobe Rd. / Golden Foothill Pkwy. / Monte Verde Dr.	Signal	C / 31	B / 15
6. Latrobe Rd. / Suncast Ln.	Signal	A / 7	A / 7
7. Latrobe Rd. / Golden Foothill Pkwy. / Clubview Dr.	Signal	D / 38	B / 19
8. Latrobe Rd. / Investment Blvd.	Signal	B / 15	B / 12
9. Golden Foothill Pkwy. / Robert J Mathews Pkwy.	SSSC	<u>F / >100 (NBL)</u>	C / 15 (NBL)
10. Investment Blvd. / Robert J Mathews Pkwy.	AWSC	E / 35	A / 8

Notes: AWSC = all-way stop control. SSSC = side-street stop control. **Bold and underline** indicates unacceptable LOS conditions.

¹For signal and all way stop control, overall level of service and delay. For side street stop control, level of service and delay for the worst movement is reported with the movement listed in parentheses. Delay is reported in seconds per vehicle.

Source: Fehr & Peers, 2024

Roadway Segments

Table 4 summarizes existing conditions AM and PM peak hour LOS for the study roadways. All study area roadway segments operate acceptably at LOS E or better except for the following:

- Latrobe Road between White Rock Road and Golden Foothill Parkway/Monte Verde Drive operates at LOS F during the AM peak hour.
- White Rock Road east of Valley View Parkway/Vine Street operates at LOS F during the PM peak hour.

See **Table 2** for a definition of LOS as it relates to roadway segments.

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TABLE 4: ROADWAY SEGMENT PEAK HOUR LEVEL OF SERVICE - EXISTING CONDITIONS

Roadway	Segment	Facility Type	Volume / VC / LOS	
			AM	PM
Latrobe Road	North of Saratoga Wy./Park Dr.	4AD	2,456 / 0.77 / D ¹	2,665 / 0.84 / D ¹
	US 50 EB Ramps to Town Center Blvd.	6AD	4,007 / 0.84 / D	4,048 / 0.85 / D
	Town Center Blvd. to White Rock Rd.	6AD	3,486 / 0.73 / D	3,010 / 0.63 / D
	White Rock Rd. to Golden Foothill Pkwy./Monte Verde Dr.	4AD	<u>3,198 / 1.01 / F</u>	2,602 / 0.82 / D
	Golden Foothill Pkwy./Monte Verde Dr. to Suncast Ln.	4AD	2,678 / 0.84 / D	2,014 / 0.63 / D
	Suncast Ln. to Golden Foothill Pkwy./Clubview Dr.	4AD	2,556 / 0.80 / D	1,873 / 0.59 / D
	Golden Foothill Pkwy./Clubview Dr. to Investment Blvd.	2A	1,427 / 0.95 / E	1,016 / 0.67 / D
	South of Investment Blvd.	2A	661 / 0.44 / D	657 / 0.44 / D
White Rock Road	Latrobe Rd. to Valley View Pkwy./Vine St.	2A	1,153 / 0.76 / D ¹	1,473 / 0.98 / E ¹
	Valley View Pkwy./Vine St. to Clarksville Rd.	2A	1,354 / 0.90 / E ¹	<u>1,656 / 1.10 / F¹</u>

Notes: 2A = 2-Lane Arterial. 4AD = 4-Lane Divided Arterial. 6AD = 6-Lane Divided Arterial. VC = Volume-to-Capacity Ratio. LOS = Level of Service. **Bold and underline** indicates unacceptable operations.

¹Estimated using a combination of data collected in 2022 for the Project Frontier study, available 2023 data on the County's online traffic counts database (<https://edcroads.edcgov.us/Traffic>), and/or 2024 counts.

Source: Fehr & Peers, 2024

Off-Ramp Queuing

Table 5 summarizes queuing at US 50 freeway off-ramps under existing conditions. As shown, all off-ramp queues in the study area operate within the provided storage lengths.

TABLE 5: PEAK HOUR OFF-RAMP QUEUING – EXISTING CONDITIONS

Off-Ramp	Storage Length	Queue (feet) ¹	
		AM Peak Hour	PM Peak Hour
US 50 WB Off-Ramp at El Dorado Hills Blvd.	1,830	225	200
US 50 EB Slip Off-Ramp at Latrobe Rd. ¹	1,710	350	400
US 50 EB Loop Off-Ramp at Latrobe Rd. ¹	1,750	25	25

Notes: ¹Results represent average maximum queues based on an average of 10 SimTraffic microsimulation runs.

Source: Fehr & Peers, 2024

5. Existing Plus Project Conditions

Project Trip Generation

This study uses trip generation data published in the *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers (ITE), 2021) to estimate the project trip generation. In consultation with County staff, the "Business Park" ITE land use category was selected because its description most closely matches the proposed project.

Table 6 presents the estimated AM peak hour, PM peak hour, and daily vehicle trip generation for the project. The project is estimated to generate 247 new AM peak hour vehicle trips and 254 new PM peak hour vehicle trips.

TABLE 6: PROJECT VEHICLE TRIP GENERATION

Land Use (ITE Code)	Quantity (Square Feet)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Business Park (770) ¹	187,739	210	37	247	66	188	254

Notes: ¹Vehicle trip generation estimate calculated using average rates obtained from the *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021).

Source: Fehr & Peers, 2024

Trip Distribution and Assignment

The expected distribution of project trips is shown in **Figure 5**. The distribution was developed using the El Dorado County travel demand forecasting (TDF) model. The project was coded into the base year model as office land use. A "Select Zone" run was performed, which tracks project travel throughout the TDF model for all project trips. The Select Zone run was reviewed, and minor adjustments were made based on existing travel patterns and the location of complementary land uses (i.e., residential) in the region.

As shown in **Figure 5**, the largest share of project trips (81%) is estimated to travel to/from the north on Latrobe Road to access US 50 or other uses north of the freeway. About 33% of trips are estimated to travel to/from the west on US 50, while 20% would travel to/from the east on US 50 (about 2% of project trips—out of the 11% using White Rock Road east of Latrobe Road—would use the Silva Valley Parkway interchange to travel to/from the east on US 50). Of the remaining project trips (19%), 14% are expected to travel to/from the west on White Rock Road or to/from local neighborhoods south of US 50. A portion of trips traveling to/from the west on White Rock Road would cut through Carson Crossing Road and/or Golden Foothill Parkway. The remaining 5% are estimated to travel to/from the south on Latrobe Road.

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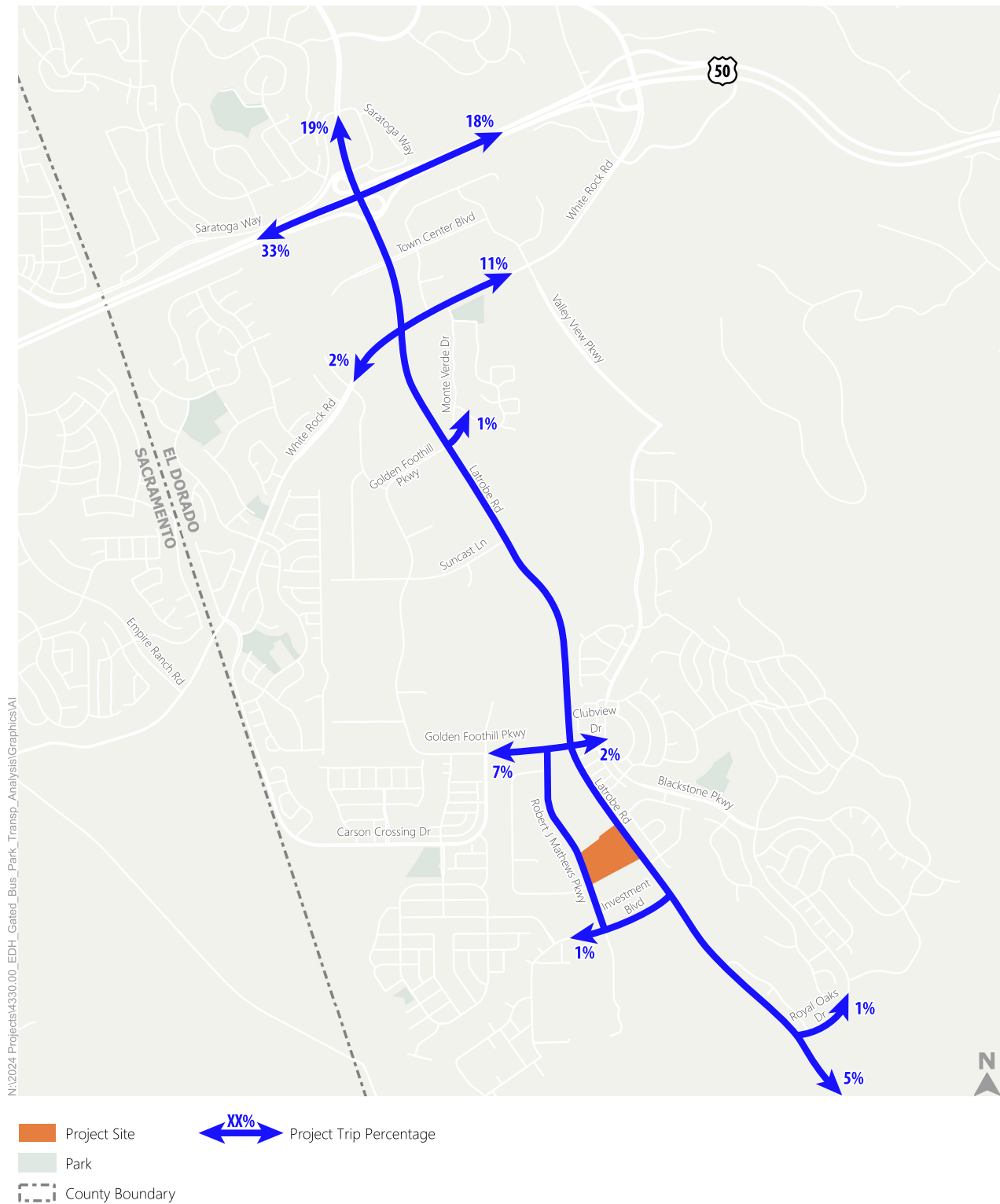


Figure 5

Project Trip Distribution Percentages

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Project trips (see **Figure 6**) were assigned to study facilities based on the trip distribution, the proposed project access, and the relative ease of potential routes to/from the project site. **Figure 7** shows the peak hour intersection turning movement traffic forecasts for existing plus project conditions.

Peak Hour Vehicle Level of Service

Intersections

Analysis results, which are presented in **Table 7**, indicate that the following study intersections operate at LOS F during one or both peak hours under existing plus project conditions. Detailed LOS analysis sheets are contained in Appendix A.

- Golden Foothill Parkway/Robert J Mathews Parkway – AM peak hour only

Since the project would increase AM peak hour intersection traffic volumes at Golden Foothill Parkway/Robert J Mathews Parkway by more than 2 percent and add more than 10 peak hour trips, the project results in a deficiency at this intersection.

TABLE 7: PEAK HOUR LEVEL OF SERVICE – EXISTING PLUS PROJECT CONDITIONS

Intersection	Traffic Control	LOS / Delay (seconds) ¹			
		Existing		Existing Plus Project	
		AM	PM	AM	PM
1. El Dorado Hills Blvd. / US 50 WB Ramps / Saratoga Wy.	Signal	D / 42	D / 50	D / 36	E / 62
2. Latrobe Rd. / US 50 EB Ramps	Signal	B / 17	C / 21	C / 22	C / 29
3. Latrobe Rd. / Town Center Blvd.	Signal	C / 28	D / 43	C / 29	E / 58
4. Latrobe Rd. / White Rock Rd.	Signal	D / 37	D / 35	D / 39	D / 40
5. Latrobe Rd. / Golden Foothill Pkwy. / Monte Verde Dr.	Signal	C / 31	B / 15	D / 49	B / 16
6. Latrobe Rd. / Suncast Ln.	Signal	A / 7	A / 7	A / 9	A / 7
7. Latrobe Rd. / Golden Foothill Pkwy. / Clubview Dr.	Signal	D / 38	B / 19	E / 62	B / 19
8. Latrobe Rd. / Investment Blvd.	Signal	B / 15	B / 12	B / 15	B / 12
9. Golden Foothill Pkwy. / Robert J Mathews Pkwy.	SSSC	<u>F / >100 (NBL)</u>	C / 15 (NBL)	<u>F / >100 (NBL)</u>	C / 18 (NBL)
10. Investment Blvd. / Robert J Mathews Pkwy.	AWSC	E / 35	A / 8	E / 42	A / 8

Notes: AWSC = all-way stop control. SSSC = side-street stop control. **Bold and underline** indicates unacceptable LOS conditions.

¹For signal and all way stop control, overall level of service and delay. For side street stop control, level of service and delay for the worst movement is reported with the movement listed in parentheses. Delay is reported in seconds per vehicle.

Source: Fehr & Peers, 2024

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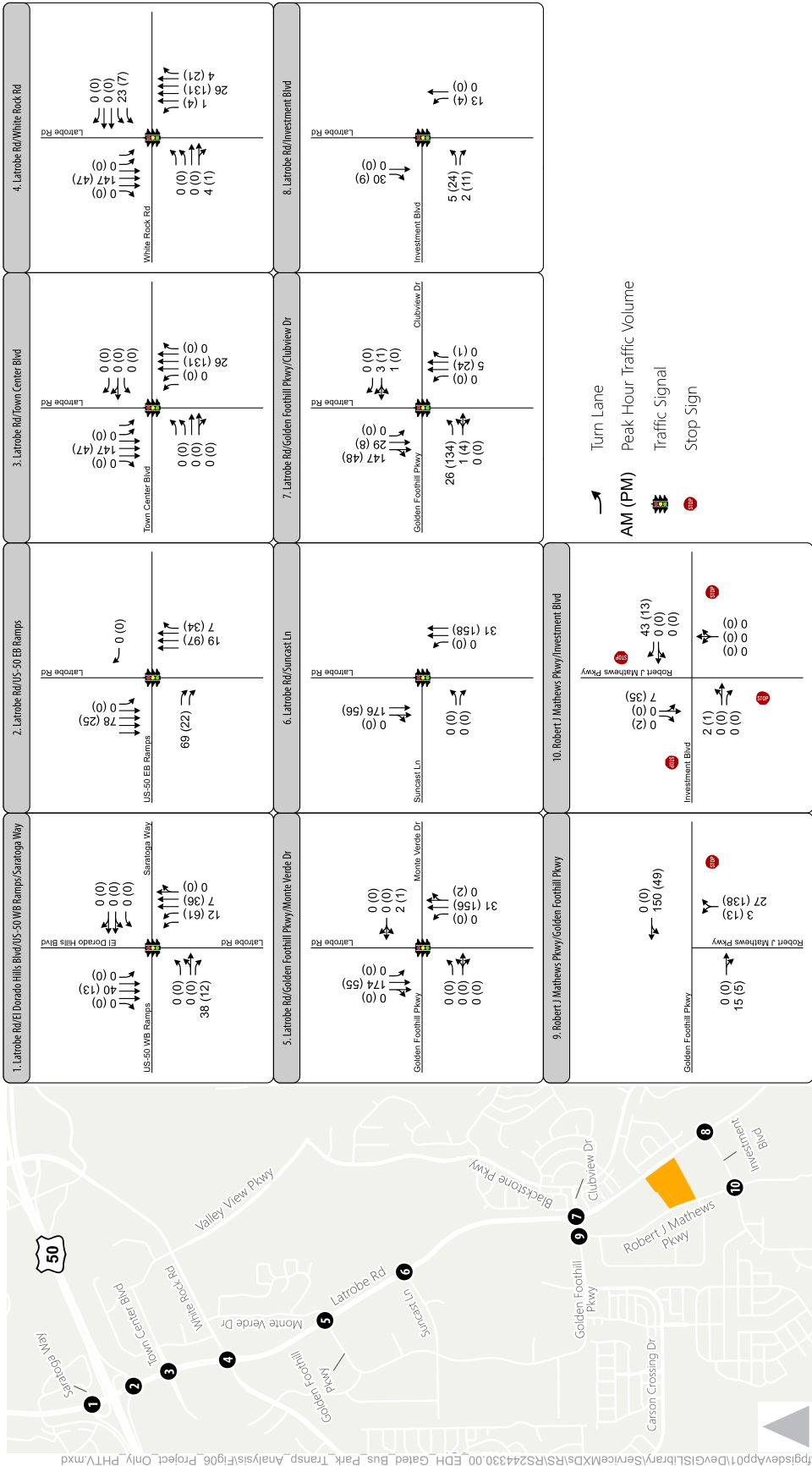


Figure 6
Peak Hour Traffic Volumes -
Project Trips

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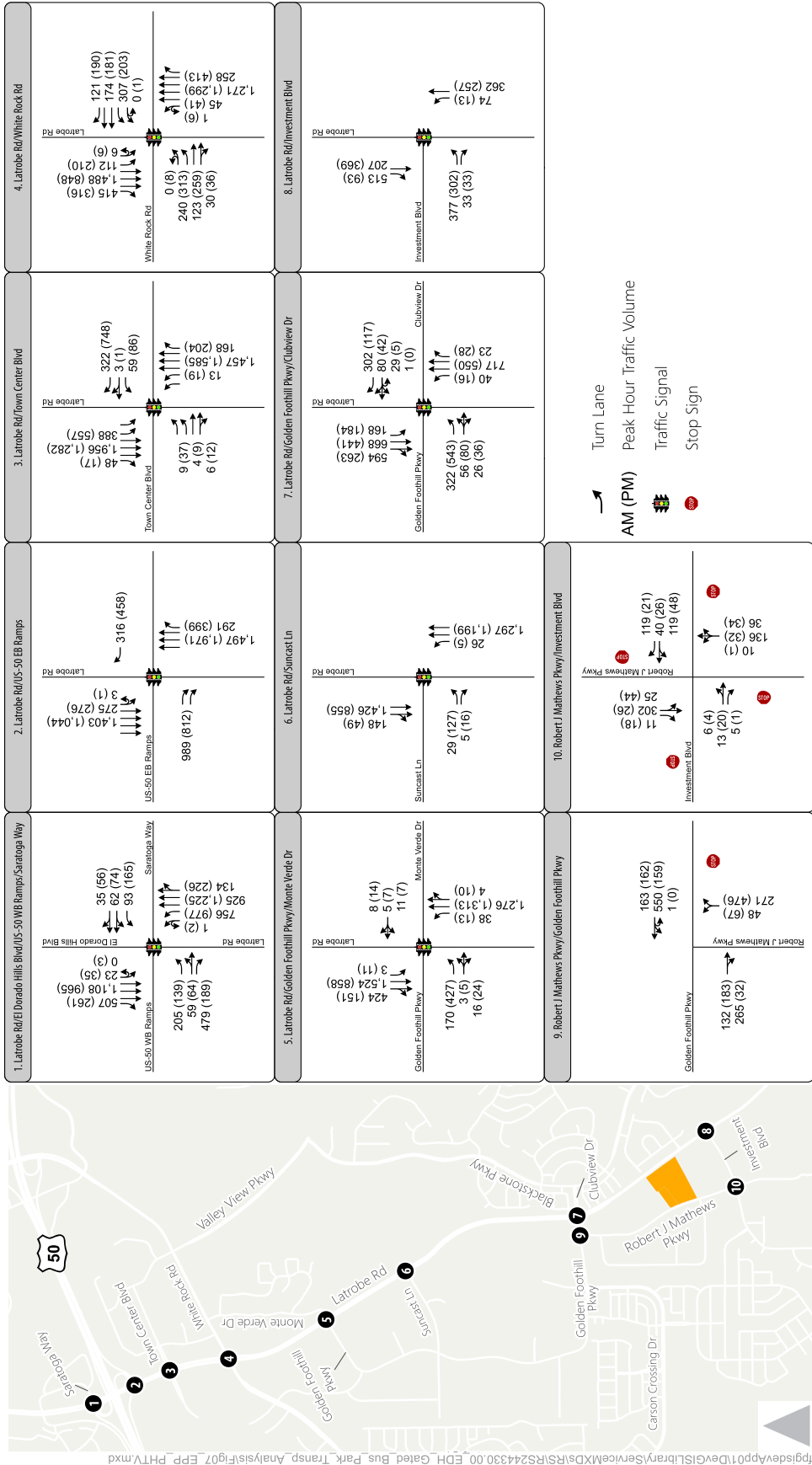


Figure 7
Peak Hour Traffic Volumes
and Lane Configurations -
Existing Plus Project Conditions

1 Study Intersection
Project Site

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Roadway Segments

Table 8 summarizes existing plus project conditions AM and PM peak hour LOS for the study roadways. As shown, the following study area roadway segments would operate unacceptably during at least one peak hour. These are considered roadway segment LOS deficiencies according to established criteria.

- Latrobe Road from White Rock Road to Golden Foothill Parkway/Monte Verde Drive – AM peak hour only
- White Rock Road from Valley View Parkway/Vine Street to Clarksville Road – PM peak hour only

TABLE 8: ROADWAY SEGMENT PEAK HOUR LEVEL OF SERVICE – EXISTING PLUS PROJECT

Roadway	Segment	Facility Type	Volume / VC / LOS			
			Existing		Existing Plus Project	
			AM	PM	AM	PM
Latrobe Road	North of Saratoga Wy./Park Dr.	4AD	2,456 / 0.77 / D ¹	2,665 / 0.84 / D ¹	2,503 / 0.79 / D	2,713 / 0.85 / D
	US 50 EB Ramps to Town Center Blvd.	6AD	4,007 / 0.84 / D	4,048 / 0.85 / D	4,180 / 0.87 / D	4,226 / 0.88 / D
	Town Center Blvd. to White Rock Rd.	6AD	3,486 / 0.73 / D	3,010 / 0.63 / D	3,659 / 0.76 / D	3,188 / 0.67 / D
	White Rock Rd. to Golden Foothill Pkwy./Monte Verde Dr.	4AD	<u>3,198 / 1.01 / F</u>	2,602 / 0.82 / D	<u>3,403 / 1.07 / F</u>	2,813 / 0.88 / D
	Golden Foothill Pkwy./Monte Verde Dr. to Suncast Ln.	4AD	2,678 / 0.84 / D	2,014 / 0.63 / D	2,885 / 0.91 / D	2,228 / 0.70 / D
	Suncast Ln. to Golden Foothill Pkwy./Clubview Dr.	4AD	2,556 / 0.80 / D	1,873 / 0.59 / D	2,764 / 0.87 / D	2,087 / 0.66 / D
	Golden Foothill Pkwy./Clubview Dr. to Investment Blvd.	2A	1,427 / 0.95 / E	1,016 / 0.67 / D	1,482 / 0.98 / E	1,049 / 0.69 / D
	South of Investment Blvd.	2A	661 / 0.44 / D	657 / 0.44 / D	676 / 0.45 / D	672 / 0.45 / D
White Rock Road	Latrobe Rd. to Valley View Pkwy./Vine St.	2A	1,153 / 0.76 / D ¹	1,473 / 0.98 / E ¹	1,180 / 0.78 / D	1,501 / 0.99 / E
	Valley View Pkwy./Vine St. to Clarksville Rd.	2A	1,354 / 0.90 / E ¹	<u>1,656 / 1.10 / F</u> ¹	1,381 / 0.91 / E	<u>1,684 / 1.12 / F</u>

Notes: 2A = 2-Lane Arterial. 4AD = 4-Lane Divided Arterial. 6AD = 6-Lane Divided Arterial. VC = Volume-to-Capacity Ratio. LOS = Level of Service. **Bold and underline** indicates unacceptable operations.

¹Estimated using a combination of data collected in 2022 for the Project Frontier study, available 2023 data on the County's online traffic counts database (<https://edcroads.edcgov.us/Traffic>), and/or 2024 counts.

Source: Fehr & Peers, 2024

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Off-Ramp Queuing

Table 9 summarizes queuing at US 50 freeway off-ramps under existing plus project conditions. As shown, all off-ramp queues in the study area would operate within the provided storage lengths.

TABLE 9: PEAK HOUR OFF-RAMP QUEUING – EXISTING PLUS PROJECT CONDITIONS

Off-Ramp	Storage Length	Queue (feet) ¹			
		AM	Increase From Existing	PM	Increase from Existing
US 50 WB Off-Ramp at El Dorado Hills Blvd.	1,830	250	+25	200	-
US 50 EB Slip Off-Ramp at Latrobe Rd. ¹	1,710	425	+75	400	-
US 50 EB Loop Off-Ramp at Latrobe Rd. ¹	1,750	25	-	25	-

Notes: ¹Results represent average maximum queues based on an average of 10 SimTraffic microsimulation runs.

Source: Fehr & Peers, 2024

Improvement Recommendations

In the study area, 1 study intersection and 2 study roadway segments would exceed acceptable LOS conditions and not meet LOS policy standards under both existing and existing plus project conditions.

Table 10 shows modifications that would improve traffic operations at these facilities to an acceptable LOS. The table also includes information on responsibility for implementation of the proposed improvements, as well as the expected level of performance with improvements.

Pedestrian and Bicycle Circulation

The proposed project will not construct bicycle or pedestrian facilities on its frontage, consistent with existing developments along Robert J Mathews Parkway between Golden Foothill Parkway and Investment Boulevard. There is a Class II bike lane along Latrobe Road behind the project site (i.e., east of the site). However, the project does not propose any connections (vehicular, pedestrian, or bicyclist) to Latrobe Road. There are also no connecting pedestrian or bicycle facilities along Robert J Mathews Parkway in the immediate vicinity of the project site.

While the *El Dorado County Active Transportation Plan* (2020) includes proposed pedestrian/bicycle improvements on nearby roadways (e.g., Latrobe Road, Golden Foothill Parkway, and Hillsdale Circle), no improvements are included on the project frontage on Robert J Mathews Parkway nor on Latrobe Road behind the project site.

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TABLE 10: ON- AND OFF-SITE IMPROVEMENT RECOMMENDATIONS – EXISTING PLUS PROJECT

Improvement	Facility Type	Limits	Description	Capital Improvement Program (CIP) ¹	Obligation	LOS With Improvement
1	Intersections	Golden Foothill Pkwy./ Robert J Mathews Pkwy. (#9)	The County is currently undertaking a control evaluation study to improve the intersection of Golden Foothill Parkway/Robert J Mathews Parkway, with the intent to install a single-lane roundabout. The study is needed to determine improvements that would result in acceptable peak hour operations, especially considering the intersection's close spacing to Latrobe Road. The County is planning to add the improvement project at Golden Foothill Parkway/Robert J Mathews Parkway to the County's Capital Improvement Program (CIP) as part of the 2023 CIP update.	Project Number: N/A	Consistent with General Plan Policy TC-Xf (for all non-residential projects) that worsen traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvement necessary to maintain or attain LOS standards detailed in the Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP.	The County's study will identify the improvements necessary to provide acceptable peak hour operations.
2	Roadways	Latrobe Rd. from White Rock Rd. to Golden Foothill Pkwy./Monte Verde Dr.	Widen to 6 lanes.	Project Number: 36105069 Latrobe Road – Golden Foothill Parkway (N) to White Rock Road	Consistent with General Plan Policy TC-Xf, payment of the El Dorado County Traffic Impact Fees would satisfy the project's obligation towards this improvement since it is included in the CIP.	LOS D during both the AM and PM peak hours
3		White Rock Rd. from Valley View Pkwy / Vine St. to Clarksville Rd.	Widen to 4 lanes.	Project Number: #36105042 White Rock Widening (2 to 4 lanes) – Post Street to South of Silva Valley Parkway	Consistent with General Plan Policy TC-Xf, payment of the El Dorado County Traffic Impact Fees would satisfy the project's obligation towards this improvement since it is included in the CIP.	LOS D during both the AM and PM peak hours

Notes: N/A = Not Applicable. LOS = Level of Service.

¹Based on the *Adapted 2023 Capital Improvement Program* (El Dorado County Department of Transportation, June 2023)

Source: Fehr & Peers, 2024

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Transit

Demand for transit service is expected to be low given the proposed project's land use type and the relative distance of the project (over 2 miles) from the nearest bus route. The *Western El Dorado County 2019 Short- and Long-Range Transit Plan* includes short- and long-term transit improvements in El Dorado Hills. However, none of the improvements are located within the immediate vicinity of the project site.

6. Other Considerations

The following topic areas relevant to the proposed project were evaluated, consistent with the *El Dorado County Transportation Impact Study Guidelines*.

High-Accident Locations

The County's *Annual Collision Location Study* (2023) identified 70 preliminary locations to review, including the following roadways in the study area:

- El Dorado Hills Boulevard near Saratoga Way/Park Drive
- El Dorado Hills Boulevard near the US 50 westbound ramps
- Latrobe Road near the US 50 eastbound ramps
- Latrobe Road near Town Center Boulevard
- Latrobe Road near White Rock Road
- Latrobe Road near Golden Foothill Parkway/Clubview Drive
- Saratoga Way west of El Dorado Hills Boulevard
- White Rock Road near Latrobe Road
- White Rock Road near Vine Street/Valley View Parkway

The County's Department of Transportation determined that these locations (except for Latrobe Road near Golden Foothill Parkway/Clubview Drive) do not require further action due to low collision rates, low severity, collisions at random locations, or collisions not related to roadway conditions. The document states that the County will continue to monitor the sites and any subsequent increase in collision frequency may necessitate further review and analysis.

Latrobe Road near Golden Foothill Parkway/Clubview Drive was identified as requiring further review due to high collision rates and/or severity. The document states that the County will review the collision history of this site, collect field measurements, and prepare/process requests or recommendations for improvement. The project will increase vehicle traffic at this "high accident" location by 8 percent in the AM peak hour and 11 percent in the PM peak hour.

Peak Hour Signal Warrant

A peak hour signal warrant analysis at Robert J Mathews Parkway/Investment Boulevard was performed based on the guidance provided in the *California Manual on Uniform Traffic Control Devices* (2014). The analysis showed that the intersection does not meet peak hour signal warrants (i.e., Warrants 3A or 3B) under either existing or existing plus project conditions.

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EXHIBIT H - TRANSPORTATION IMPACT ANALYSIS REPORT

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Driveway Spacing

Figure 1 shows the 3 full-access project driveways along Robert J Mathews Parkway. The driveways are described as follows:

- Driveway A – is the most northerly driveway and abuts the northern edge of the property boundary. It provides direct access for project trips destined for the Phase II portion of the site. The approximately 26-foot-wide driveway is proposed as full access.
- Driveway B – is the central driveway, located approximately 70 feet to the south of driveway A. The approximately 30-foot-wide driveway is proposed as full access.
- Driveway C – is the most southerly driveway and is located about 300 feet south of driveway B. The approximately 30-foot-wide driveway is proposed as full access.

The project driveways are between 20 feet and 35 feet wide, which meets the commercial driveway width standard in the El Dorado County *Design Standards* (Std. Plan 109).

The following driveway spacings² are proposed:

- Six Sierra driveway (i.e., the closest driveway on the developed parcel to the north of the project site) and Driveway A – 35 feet.
- Driveway A and Driveway B – 55 feet.
- Driveway B and Driveway C – 300 feet.

For sites with frontages greater than 200 feet, the minimum allowable distance between commercial driveways is 45 feet (Std. Plan 109). Therefore, the space between the Six Sierra driveway and Driveway A does not meet County design standards for commercial driveways. Additionally, commercial driveways are not permitted within 10 feet of property lines (Std. Plan 109). Driveway A, which abuts the northern edge of the property line does not meet this standard. To meet the above County driveway standards, the following is recommended:

- Shift Driveway A south by about 10 feet.

This change would increase the space between the Six Sierra driveway and Driveway A to 45 feet, decrease spacing between Driveway A and Driveway B to about 45 feet, and provide a 10-foot buffer between Driveway A and the northern property line. Alternatively, the driveway may be shifted south by 10 feet and reduced to a minimum width of 20 feet, thereby limiting the southerly shift required for other project elements to about 4 feet.

² Driveway spacing is measured from edge of driveway right-of-way to edge of driveway right-of-way, as illustrated in Standard Plan 109 in the El Dorado County *Design Standards*.

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Parking Supply

Per the *El Dorado County Zoning Ordinance* (Section 130.35; amended March 2024), parcels with a Research & Development land use designation are required to provide 1 parking space per 250 square feet of “activity use area” plus 1 parking space per 1,000 square feet of indoor storage area. Based on input received from the applicant, it is anticipated that more than 60 percent of the units will be used for storage purposes. Therefore, the number of required parking spaces is estimated as follows:

- Phase 1: $\frac{76,243 \times 40\%}{250} + \frac{76,243 \times 60\%}{1000} = 168 \text{ parking spaces}$
- Phase 2: $\frac{109,607 \times 40\%}{250} + \frac{109,607 \times 60\%}{1000} = 241 \text{ parking spaces}$
- Total Required Parking: 409 spaces

Table 11 summarizes the proposed parking supply for Phase I and Phase II, including parking spaces for autos, trucks, motorcycles, and bicycles. As shown, Phase I would include 178 spaces, exceeding the required parking total of 168 spaces for Phase I. With buildout of the project site (i.e., Phase I and Phase II), the project would provide 410 spaces, exceeding the required parking total of 409 spaces for the site.

The trip generation shown in **Table 6** shows that the site would gain a net 173 vehicles during the AM peak hour, corresponding to 42 percent of the parking supply. Given the gated nature of the community (i.e., non-employee trips are restricted), it is likely that this represents much of the peak parking demand. Therefore, it is unlikely that parking demand will exceed the proposed supply. As an option, parking spaces could be assigned based on unit size, thereby restraining the peak parking demand.

The El Dorado County *Parking and Loading Standards* (2015) provides direction on parking requirements for accessible, compact car, vanpool/carpool, motorcycle, and bicycle spaces. The site plan should be updated, as needed, to comply with these requirements.

TABLE 11: PARKING SUPPLY

Parking Type		Phase I	Phase II
Auto	Standard	169	232
	Standard Accessible	7	0
	Van Accessible	2	0
	Electric Vehicle	0	0
Truck	Standard	0	0
Motorcycle		0	0
Bicycle (Short- and Long-Term)		0	0
Total Provided		178	232

Source: Fehr & Peers, 2024

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Truck Loading Demand

Table 4.5.A of the County's *Parking & Loading Standards* provides loading bay requirements based on square footage and projected demand intensity. Given the character of the types of anticipated uses, the proposed project's loading/distribution of goods would be like other commercial developments. Deliveries could be accommodated using the proposed parking areas, which contain adequate parking supply (as discussed above). The proposed project is not designed or intended as a distribution center that would provide loading docks/bays.

Driveway Sight Distance

The three project access points are displayed in **Figure 1**. The site plan was reviewed to determine if adequate horizontal sight distance could be provided at each project driveway on Robert J Mathews Parkway. County design standards indicate a minimum sight distance of 10 times the operational speed of traffic on minor commercial/industrial roads is required (Std. Plan 103C). Assuming a speed limit of 30 miles per hour, a sight distance of 300 feet is required at each proposed driveway. A review of horizontal sight distance at each proposed driveway shows that approaching vehicles are visible with no obstructions. This evaluation only includes horizontal sight distance.

Truck Circulation

AutoTurn, a vehicle swept path analysis software, was used to confirm the adequacy of the site to convey emergency fire vehicles. The analysis showed that fire trucks would be able to enter/exit the site at Driveways B and C and circulate around all turns and drive aisles within Phase I and Phase II of the site. Driveway A should be further evaluated with respect to emergency vehicle access/circulation when the site plan is updated to revise the location of Driveway A (see "Driveway Spacing" section above).

The site plan shows two refuse pick-up locations within Phase I of the project. AutoTurn was used to confirm the adequacy of the site to convey refuse vehicles to and from the pick-up locations. The analysis showed that refuse vehicles would be able to access Phase I of the project site using Driveway B and/or Driveway C and circulate to and from pick-up locations. Regarding Phase II of the project, the site plan does not contain sufficient detail to allow for access and on-site circulation review for refuse vehicles (i.e., it is not clear where refuse locations would be provided). Driveway A and Phase II should be further evaluated with respect to refuse vehicle access/circulation when the site plan is updated to provide the necessary details (including the revised location of Driveway A).

Driveway Throat Depth

This study uses methodologies contained in *Estimation of Maximum Queue Lengths at Unsignalized Intersections* (ITE, 2001) to estimate maximum vehicle queues for egress movements at the proposed project driveways. Based on these methodologies, the maximum peak hour outbound queues at Driveways A, B, and C are estimated to be 150 feet, 75 feet, and 125 feet respectively. According to the

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EXHIBIT H - TRANSPORTATION IMPACT ANALYSIS REPORT**

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site plan, Driveway A would provide 285 feet of throat depth, while Driveway B and Driveway C would provide 30 feet of throat depth. These values exceed the County design standard of 25 feet minimum required throat depth.

PD21-0002 LATROBE COMMERCIAL CONDOMINIUMS EXHIBIT I - APPLICANT UPDATED PROJECT NARRATIVE

Project Overview:

The Vaults at El Dorado Hills is a **gated commercial micro-flex office/warehouse community** designed for **small to medium-sized businesses** within the **Research and Development (R&D) zone**. The project provides **incubator spaces** that are **adaptable, multi-functional, and customizable**, blending **office, light industrial, and operational uses**. Proposed **unit sizes of 1,000–3,000 square feet** offer **scalable space solutions** to support a wide range of **business models**.

The community is built on **ownership, security, and shared values**. By **owning their spaces**, business owners gain **equity, stability, and long-term investment benefits**—instead of **renting without return**. Through a **Business Owners Association**, properties will remain **well-maintained, secure, and visually appealing**. The Vaults at El Dorado Hills is more than a workplace; it is a **thriving community of entrepreneurs** committed to creating a **safe, enduring, and collaborative environment** where businesses grow together.

Alignment with Zoning and Permitted Uses:

The property is zoned **Research and Development**, which allows a broad range of commercial and light industrial activities. The proposed use aligns directly with the zoning ordinance by accommodating tenants engaged in:

- **Light manufacturing**
- **Printing and publishing**
- **Research and laboratory services**
- **Wholesale storage and distribution**
- **Financial services**
- **Business support services**
- **Sports and recreation**
- **Professional and medical offices**
- **Personal and property services**
- **Training and educational facilities**

By adhering strictly to the zoning's allowed uses, the project maintains compliance while offering flexible infrastructure for varied professional needs.

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Intended Occupants:

The Vaults at El Dorado Hills is designed to serve **small to medium sized business owners, entrepreneurs, and growth-stage companies** that often lack access to appropriately zoned, affordable, and right-sized commercial space. This includes:

- **Light industrial firms** needing a mix of production and office space
- **Research and biotech startups** requiring lab and admin space
- **E-commerce and wholesale distributors** that need warehousing and order processing
- **Professional services** with technical or equipment-based operations
- **Health and training service providers** looking for adaptable buildouts
- **Recreational users** like small fitness studios or coaching facilities
- **Content creators, photographers, and media companies** needing studio spaces

This variety supports economic resilience, job creation, and tenant diversity within the community.

Community and Economic Benefits:

- **Supports local entrepreneurship and small to medium size business growth** by offering affordable, functional space options.
- **Promotes efficient land use** in an appropriately zoned area without overburdening infrastructure.
- **Encourages job creation** across sectors such as manufacturing, technology, logistics, healthcare, and services.
- **Fills a market gap** for smaller, flexible, multi-use commercial space that does not currently exist in sufficient supply.
- **Enhances tax revenue potential** through diverse business activity and property value improvements.

Key Benefits of Ownership:

- **Tax Advantages** – Write-offs on mortgage interest, property taxes, and depreciation.
- **Lower Overhead** – Reduced monthly expenses free up cash for reinvestment in your business or the community.

PD21-0002 LATROBE COMMERCIAL CONDOMINIUMS

EXHIBIT I - APPLICANT UPDATED PROJECT NARRATIVE

- **Stability & Control** – No risk of rent hikes or lease termination, plus the freedom to design your space to fit your business needs.
- **Equity Growth** – Every payment increases your ownership stake in a long-term asset.
- **Community Value** – Ownership fosters pride, collective investment, and stronger neighborhood aesthetics through well-maintained properties.

In short, **ownership turns a liability into an asset**—providing financial stability, tax advantages, and a lasting foundation for your business and community.

Owner's Association:

An Owners Association ensures that the business owners investment is protected and the business thrives in a secure, well-maintained environment. By working collectively, owners benefit from:

- **Maintenance of Buildings & Landscape** – Professional care preserves property value, enhances curb appeal, and creates a welcoming environment for clients and employees.
- **Quality, Controlled CC&R's** – Clear, consistent standards ensure businesses operate in harmony, protect aesthetics, and maintain the integrity of the community.
- **Gated Community for Safety** – Controlled access provides peace of mind, protecting both the business assets and the people who work there.

Together, these benefits safeguard property, strengthen business equity, and create a professional setting that reflects the pride of ownership and success of the entire business community.

Board Structure

- The Association will be governed by a **three (3) member Board of Directors**.
- During the initial development and sales period, the **Developer** will hold **Class B Membership**, with voting power equal to **three (3) votes for every one (1) Class A vote**.
- This structure ensures consistent oversight during the build-out and sales phase.

Transition of Control

- **At 75% unit sales** → One (1) Board seat may be filled by a **Class A Owner**.
- **At 90% unit sales** → Two (2) Board seats may be filled by **Class A Owners**.

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EXHIBIT I - APPLICANT UPDATED PROJECT NARRATIVE

- **At 100% unit sales** → All three (3) Board seats shall be filled by **Class A Owners**, with the Developer relinquishing control.
- **Class A Owners** (purchasers) will hold **one (1) vote per unit owned**.

Property Management

- A professional **Property Management Company** will be engaged to oversee:
 - **Enforcement of CC&Rs and codes**
 - **Landscape and common area maintenance**
 - **Trash removal and waste services**
 - **Day-to-day administrative and operational tasks**
- This ensures the project remains **well-maintained, secure, and compliant** with community standards.

Community:

Units

Each unit within **The Vaults at El Dorado Hills** is designed as an **individually owned property**, with its own **assessor's parcel number**, thereby establishing a **separate taxable property**. This structure supports long-term ownership and contributes directly to the local tax base.

Units are equipped with **individual electric meters** and include **stub-outs for water and sewer connections**, providing flexibility for a wide range of business uses. Each building is constructed with **rooftop curbing** to accommodate **individual mechanical equipment**, allowing owners to customize systems to their operational needs. In addition, all units are **all electric** and **solar-capable**, aligning with modern energy standards and supporting sustainable development.

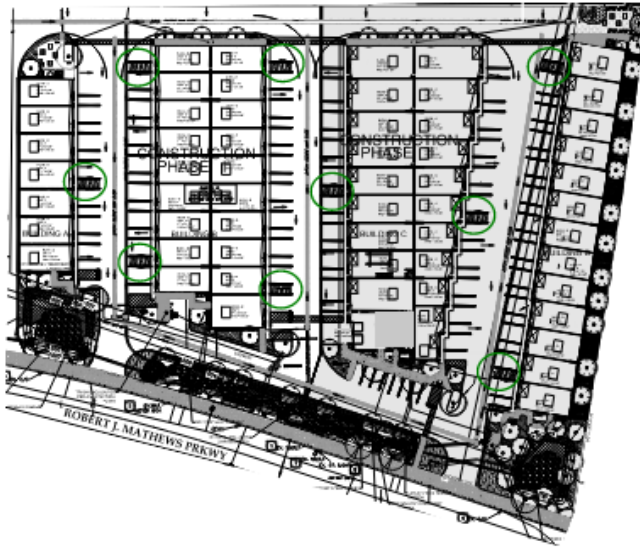
Each unit is designed with both **functionality and visual appeal** in mind. Units feature a **dedicated roll-up door** for operational access and a **separate pedestrian entrance** for convenience. The pedestrian entry is enhanced with a **protective awning**, providing both shade and weather protection. To improve the overall aesthetics, each **roll-up door includes integrated windows**, softening the industrial look while allowing for **natural light** within the workspace and a **more attractive building façade**.

Landscaping

The landscape design at **The Vaults at El Dorado Hills** enhances both the functionality and visual quality of the business park while providing outdoor amenities for employees.

PD21-0002 LATROBE COMMERCIAL CONDOMINIUMS EXHIBIT I - APPLICANT UPDATED PROJECT NARRATIVE

MID AISLE LANDSCAPING



Perimeter & Parkway Landscaping

- The frontage along **Robert J. Mathews Parkway** is designed with a **layered landscape buffer** of trees, shrubs, and ground covers, creating a high-quality streetscape.
- Landscape areas at key corners include **stormwater treatment planters**, which integrate sustainability with visual appeal.

Mid-Aisle Landscaping

- The **central drive aisles** between buildings are punctuated with **landscape islands** containing shade trees and accent plantings.
- These landscaped breaks soften the parking fields, provide **parking lot shade**, and contribute to pedestrian comfort.
- Plantings have been selected for **drought-tolerance and low-maintenance performance** consistent with community standards.

Overall Community Benefit

- The landscape program provides a **balance of aesthetics, function, and sustainability**, ensuring that the project is both visually appealing and supportive of the day-to-day needs of business owners and employees.

Community Plazas

Within the business park, are two **Community Plaza's** offering business owners and their employees a thoughtfully designed outdoor retreat. Surrounded by professional landscaping, this inviting space features shade trees, seasonal plantings, and open green areas that create a natural escape from the workday. Comfortable **park benches and dining tables** provide spots for casual lunches, team gatherings, or quiet breaks. For added convenience, the plaza includes **onsite restrooms**, ensuring accessibility and comfort throughout the day.

More than just an amenity, the Community Plaza is a shared space designed to foster connection, wellness, and productivity. Whether enjoying a meal outdoors, stepping away to recharge, or meeting with colleagues in a relaxed setting, employees benefit from a safe, welcoming environment that enhances the overall business community experience.

COMMUNITY PLAZA'S



PD21-0002 LATROBE COMMERCIAL CONDOMINIUMS

EXHIBIT I - APPLICANT UPDATED PROJECT NARRATIVE

Circulation

The proposed project has been reviewed by both the County Department of Transportation and El Dorado Hills Fire Department. Their review confirms that the site plan provides adequate vehicular circulation throughout the community. Drive aisles and turning movements have been designed to accommodate passenger vehicles, delivery trucks, and emergency response apparatus. The internal circulation pattern ensures safe and efficient access to all units while maintaining compliance with required emergency vehicle turn radius standards.

Signage

Project signage will be limited and cohesive in design. One monument sign is proposed at the project's primary entry along Robert Mathews Parkway. In addition, each unit will be provided a uniform, pre-approved identification plaque consistent in size, material, and placement. Final signage details will be subject to review and approval by the business owners' association to ensure ongoing design quality and consistency throughout the community.

Conclusion:

The Vaults at El Dorado Hills aligns with both the **letter and intent of the R&D zoning designation**, providing an adaptable, compliant solution to meet the operational needs of modern small businesses. It encourages **economic diversification, local employment**, and sustainable use of industrial/commercial land.

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EXHIBIT J - PERSPECTIVES



SITE CONCEPT PERSPECTIVE

LATROBE CONDOMINIUMS
EL DORADO, CA

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EXHIBIT J - PERSPECTIVES



SITE CONCEPT PERSPECTIVE

LATROBE CONDOMINIUMS
EL DORADO, CA

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EXHIBIT J - PERSPECTIVES



SITE CONCEPT PERSPECTIVE

LATROBE CONDOMINIUMS
EL DORADO, CA

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EXHIBIT J - PERSPECTIVES



SITE CONCEPT PERSPECTIVE

LATROBE CONDOMINIUMS
EL DORADO, CA

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EXHIBIT K - LANDSCAPE PLANS





Wilson Davis Associates
Landscape Architecture
2825 Litchfield Dr.
Riverside, CA 92503
Ph.(951) 353-2436

ARCHITECT
RAH Architecture
7153 Ag Ln.
Palm Desert, CA 92060
949-554-7124
andrew@raharchitecture.com
www.raharchitecture.com

STAMP:


LATROBE CONDOMINIUM

CONCEPT PLANT SCHEDULE		2022-06-23 11:15
	DOMINANT STREET TREE Platanus x acerifolia Bloodgood / Bloodgood London Plane Tree	15 Gal. M
	SUBORDINATE STREET TREE Pyrus calleryana 'Aristocrat' TM / Aristocrat Callery Pear	EXISTING
	VERTICAL EVERGREEN TREE Pinus calleryana / Canary Island Pine	24" Box, M
	SHADE TREE Gleditsia triacanthos inermis 'Shademaster' / Shademaster Honey Locust	24" Box, M
	VERTICAL BUFFER TREE Pinus halepensis / Aleppo Pine	15 Gal. L
	BORDER PLANTING Cotoneaster laticus / Red Clusterberry Cotoneaster Xylosum congestum 'Compacta' / Compact Xylosum	5 Gal. M 5 Gal. M
	BUILDING FOUNDATION PLANTING Abelia x grandiflora / Glossy Abelia Berberis thunbergii / Japanese Greenleaf Barberry lex comuta 'Burfordii' Name / Dwarf Burford Holly Mahonia aquifolium / Oregon Grape Rosmarinus officinalis 'Prostratus' / Dwarf Rosemary	5 Gal. L 5 Gal. M 5 Gal. L 5 Gal. L 1 Gal. L
	WATER QUALITY BASIN Carex patula / Sandstone Sedge Juncus patens / California Gray Rush	5 Gal. M 1 Gal. M
	WATER QUALITY BASIN SLOPES Hillside Erosion Control Mix / Slover Seeds	HYDROSEED
	STREETSCAPE PLANTING Celtis occidentalis / Rockrose Seep Grevillea x 'Noelii' / Noel Grevillea Hypericum calycinum / Creeping St. John's Wort Juniperus horizontalis / Creeping Juniper Mahonia aquifolium 'Compacta' / Compact Oregon Grape Spiraea x bumalda 'Anthony Waterer' / Anthony Waterer Burnald Spiraea	1 Gal. L 5 Gal. L 1 Gal. M 1 Gal. M 5 Gal. L 5 Gal. M
	SPREADING GROUNDCOVER AREA Lantana setowiana / Trailing Lantana Trachelospermum jasminoides / Chinese Star Jasmine	Flats, L Flats, L

REQUIRED TOTAL	
AREA OF PARKING	11,278
TOTAL SHADE REQUIRED	5,639
TOTAL SHADE PROVIDED	5,755 (SHADE PROVIDED EXCEEDS AMOUNT REQUIRED)

Breakdown		REQUIRED SHADE	SHADE PROVIDED	SHADE BREAKDOWN
PARKING LOCATION	PARKING SQ. FT.	①	②	
BUILDING A	1440	720	554.5	4x4 Awning 112 Tree 708
BUILDING B NORTHWEST	1260	630	852	4x4 Awning 144 Tree 1150.5
BUILDING B NORTHEAST	1620	810	1310.5	4x4 Awning 160 Tree 354
BUILDING C NORTHWEST	1440	720	530	4x4 Awning 176 Tree 354
BUILDING C NORTHEAST	1800	900	530	4x4 Awning 176 Tree 708
BUILDING D	1980	990	916	4x4 Awning 208 Tree 1062
FRONTAGE	1738	869	1062	4x4 Awning 0

- ① Parking Lot Tree: Gleditsia triacanthos Shademaster; Goldenrain (354 of Coverage)
o Per Community Design Standards; Landscaping and Irrigation for Parking Lot - Shade shall be provided over 50%
- ② Shade is combination of Tree and awnings over entry door to building
o Entry door awning - 4x4 (16 sq. ft.)
o Per Community Design Standards; Landscaping and Irrigation for Parking Lot - canopies and other structures that can be utilized as shade structures can be substituted for living tree material

PLANTING NOTES:

WEED CONTROL:
THE CONTRACTOR SHALL PERFORM A THOROUGH WEED ABATEMENT PROGRAM, KILLING ALL WEEDS FROM THE SITE AND SHALL BE COMPLETED PRIOR TO THE ADDITION OF ANY SOIL AMENDMENTS. THIS SHALL BE DONE FOR ALL PLANTING AREAS, SPECIFICALLY, BUT NOT LIMITED TO SLOPES & GROUNDCOVER AREAS. THE CONTRACTOR SHALL FOLLOW THE FOLLOWING STEPS:

- KILL & REMOVE ALL EXISTING WEEDS.
- IRRIGATE ALL AREAS TO BE PLANTED FOR (2) WEEKS.
- KILL & REMOVE ALL NEWLY GERMINATED WEEDS.
- REPEAT STEPS 2 AND 3.
- PLANT OR GROUNDCOVER.
- APPLY PRE-EMERGENT HERBICIDE AFTER PLANTING CONTRACTOR SHALL BE RESPONSIBLE FOR SELECTION OF HERBICIDE AND ITS COMPATIBILITY WITH PLANT MATERIALS.

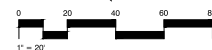
SOIL TEST:
AFTER SOIL HAS BEEN SET IN PLACE & PRIOR TO ANY SOIL PREPARATION, THE CONTRACTOR SHALL FURNISH SOIL TESTS OF THE SITE FOR AGRICULTURAL FERTILITY AND TO DETERMINE PROPER SOIL AMENDMENTS. TEST ARE TO BE PERFORMED BY A MEMBER OF THE CALIFORNIA ASSOCIATION OF AGRICULTURAL LABORATORIES USING ORGANIC FERTILIZER AND SOIL CONCENTRATIONS DERIVED FROM COMPOSITED HIGHER PLANT FORMS WITH COPPER SENT TO THE OWNER, CITY OF LANDSCAPE ARCHITECT & LANDSCAPE ARCHITECT, PRIOR TO INSTALLATION.

SOIL PREPARATION:
THE FOLLOWING IS PROVIDED FOR BID PURPOSES ONLY AND SHALL BE MODIFIED AS NECESSARY GIVEN THE RESULTS OF THE SOILS TEST. THE CONTRACTOR SHALL BE PREPARED TO PROVIDE DELIVERY SLIPS AND EMPTY FERTILIZER BAGS ON SITE FOR VERIFICATION OF MATERIAL.

- FOR TURF AND GROUNDCOVER AREAS THE FOLLOWING SHALL BE UNIFORM AND THOROUGHLY NOTOLLOTTED INTO THE SOIL, TO A MIN. DEPTH OF 8 INCHES FOR EVERY 100 SQ. FEET OF AREA.
TRIC ENDO 120
60 LBS/ACRE
TRIC 6-24 W / 5% S
60 LBS/1000 SQ FT
SHAVING/COMPOST
2-3 CUBIC YARDS/1000 SQ FT
- BACKFILL MIX FOR USE OF PLANTING ALL TREES, SHRUBS & VINES
INCORPORATE TRIC-C HUMATE @ 5-6 LBS/100 YD OF BACKFILL MIX
- PLANT TABLET FOR ALL TREES, SHRUBS, VINES AND GROUNDCOVERS:
(22-40) TRIC-C MYCO TABS FOR ALL BOX SIZED TREES 24" BOX OR LARGER
(2) TRIC-C MYCO TAB PER 1 GALLON STOCK
(8) TRIC-C MYCO TABS PER 1 GALLON STOCK
(16) TRIC-C MYCO TAB PER 1 GALLON STOCK
(1) TRIC-C MYCO TAB FOR EACH GROUNDCOVER HOLE

NOTE: SOIL TESTS SHOULD BE TAKEN FOR MORE SPECIFIC RECOMMENDATIONS AND TO DETERMINE IF ADDITIONAL CORRECTIVE AMENDMENTS ARE NECESSARY.

ALL PLANTER AREAS ARE TO RECEIVE AN AUTOMATIC IRRIGATION CONSISTING OF LOW VOLUME POINT TO POINT OR Drip LINE Drip IRRIGATION, WEATHER BASED SMART IRRIGATION CONTROLLER AND FLOW SENSING.
HYDROZONES WILL BE PROPERLY DESIGNATED.
NO OVERHEAD IRRIGATION IS ALLOWED WITHIN 2' OF NON-PERMEABLE SURFACES.
SURFACE OR LOW VOLUME IRRIGATION MUST BE USED FOR IRREGULARLY SHAPED AREAS, ON AREAS LESS THAN 10 FEET IN WIDTH.



1" = 20'

DATE: 09-01-2025

SHEET NAME:
LANDSCAPE
CONCEPT PLAN

SHEET NUMBER:
L1.0

SCALE: 1" = 20'-0"