

## **Attachment A: Staff Report**

### **December 18, 2012 - Board of Supervisors Hearing Legistar Item No.: 12-1342**

The Transportation Division recommends that the Board take the following actions pertaining to the Latrobe Road Connector Study:

- 1) Receive and file Latrobe Road Connector Study - Final Analysis of Screened Alternatives; and
- 2) Acknowledge Condition of Approval No. 27 for TM99-1359 as complete.

#### **Background:**

The West Valley Village Tentative Map (TM99-1359) was conditioned to provide an alignment study so that the County could begin an analysis to satisfy General Plan Policy TC-1u and Mitigation TC-V(1).

Based on the current travel demand model and the 2025 traffic projections, the 2004 El Dorado County General Plan stated that projected Level of Service (LOS) deficiencies at the White Rock Road and Latrobe Road intersection could be mitigated by a roadway connection to the west.

The 2003 El Dorado County General Plan Environmental Impact Report (GPEIR), prepared by Eckbo, Dean, Austin & Williams (EDAW), identified the following road segments that would operate at LOS F in the 2025 scenario:

- 1) Latrobe Road from Investment Boulevard to U.S. 50; and
- 2) White Rock Road from Manchester Drive to Latrobe Road

LOS F conditions occur when traffic demand exceeds available capacity of the roadway and/or intersection. LOS F conditions can create problems such as queuing at intersections which can extend into adjacent intersections and roadways. In the GPEIR, four mitigation alternatives were provided:

- Mitigation 5.4-1(a): Amend the circulation diagram to include a new arterial roadway from El Dorado Hills Business Park to U.S. 50.
- Mitigation 5.4-1(b): Add a new growth control implementation measure.
- Mitigation 5.4-1(c): Modify LOS Policies. (This option permits the Board of Supervisors, through a 4/5 vote, to allow the roadway segments (i.e., Latrobe Road from Investment to U.S. 50 and White Rock Road from Manchester Drive to Latrobe Road) to operate at LOS F.)
- Mitigation 5.4-1(d): Amend the circulation diagram to include a frequent transit service on exclusive right-of-way to the El Dorado Hills Business Park.

The adopted 2004 General Plan identifies the following policies and measures to resolve the LOS concerns identified in the GPEIR:

- 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.
- Policy TC-1v: The County shall consider modification of the circulation diagram to include a frequent transit service operating on exclusive right-of-way to the El Dorado Hills Business Park from residential communities in El Dorado County and from the City of Folsom.
- 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.
- Measure TC-V(1): Work with the Sacramento Area Council of Governments (SACOG), Sacramento County and the City of Folsom to identify potential alignment for a new arterial roadway from the west side of El Dorado Hills Business Park to U.S. Highway 50. [Policy TC-1u]

The County is currently enforcing Policy TC-1y to address future impacts to LOS at the White Rock Road and Latrobe Road intersection.

After adoption of the 2004 General Plan, the County required modified conditions of approval for proposed development West Valley Village Tentative Map (TM99-1359), to address the concern of LOS for the White Rock Road and Latrobe Road intersection. Condition of Approval No. 27 was added to require a planning study to analyze alternative connections between Latrobe Road south of White Rock Road and US Highway 50 west of the El Dorado Hills Blvd interchange. The condition reads as follows:

“Prior to the approval of the first small lot final map, the applicant shall initiate a planning study and prepare preliminary designs for alternative connections between Latrobe Road south of White Rock Road and US Highway 50 west of the El Dorado Hills Blvd interchange; this study shall be complete within three years of initiation of the study. The applicant’s responsibility shall be limited to supplying, in consultation with County staff, topographic information, plans and profiles and baseline environmental assessment information for the County’s use for future actions. Reimbursement shall be provided if the connection is included in the RIF, consistent with any Board of Supervisors’ adopted reimbursement policies in effect at the time an agreement is executed.”

**Discussion:**

Staff has reviewed the Study and finds that Condition of Approval No. 27 for the West Valley Village Tentative Map (TM 99-1359) is complete.

An initial screening memorandum was submitted to the County on August 22, 2011 which analyzed ten previously developed alternatives and recommended four of them for further analysis: Alternative 1, Alternative 2, Alternative 2a, and Alternative 5. The Study analyzes these four remaining alternatives in detail. See Attachments A - I: “Latrobe Road Connector Study - Final Analysis of Screened Alternatives.”

The Study provides weighted criteria (See Attachment B) to screen the four alternatives based on:

1. Mitigation of LOS and delay impacts at the White Rock Road and Latrobe Road Intersection (“Fixing” the Intersection);
2. Project cost;
3. Environmental impacts; and
4. Consistency with general plans, specific plans, and other approved documents.

The Study concludes that any of four alternatives would provide an acceptable LOS at the White Rock Road and Latrobe Road intersection and, therefore, could be selected as a viable project.

Alternative 5 ranks highest based on the study. See Attachment B for further detail. Alternative 5 has the shortest alignment, yielding the lowest cost, of the 4 alternatives included in the Study. It should be noted, however, that the ranking criteria does not appropriately account for compatibility with the approved tentative map (Carson Creek Phase 2 Unit 1, TM04-1391). If compatibility with tentative maps were to be taken into account, Alternative 5 would be deemed incompatible. Additionally, with the pending approval of the Carson Creek Phase 2 Unit 2 Tentative Map (TM06-1428), Alternatives 2 and 2a also become incompatible. Alignment 1 is the most compatible with the current approved Carson Creek Phase 1 Unit 2, and the pending Carson Creek Phase 2 Unit 2 Tentative Maps.

Despite Alternative 2’s incompatibility with the tentative maps, the benefit to this alignment is the direct access from an arterial collector (Latrobe Road). This option allows traffic to drive through major arterial roadways with the fewest turning movements (i.e., less stop and go). Additionally, Alternative 2 is furthest south, which could be a more desirable route for traffic south of the El Dorado Hills Business Park.

### ***Level of Service***

Per the “Fixing” the Intersection category of the Study, the LOS is equal for all four alternatives. Delay differences between all alternatives range between 2 to 8 seconds. Delay is defined as the average stopped time per vehicle crossing an intersection. The difference in delays between the alternatives is not significant enough to distinguish between them. See Attachment B for the Evaluation Matrix and Attachment H for the Traffic Analysis.

### ***Cost***

Costs were developed using the County's current CIP cost estimating methodology for future roadway projects. Estimated right-of-way costs were included, but roadway impacts to tentative maps were not included.

The costs for each alternative were calculated using the lane miles of the alternatives and square footage for the required right-of-way and easements. See Attachment B for the Evaluation Matrix and cost estimate details.

### ***Environmental***

The differences in overall environmental impacts analyzed by LSA Associates, Inc. (LSA) are not significant enough to distinguish between alternatives. See Attachment B for the Evaluation Matrix and Attachment I for the LSA report.

### ***Consistency with General Plans and Specific Plans***

The four alternatives begin at either Investment Blvd or Golden Foothill Drive and terminate at Empire Ranch in the Folsom Sphere of Influence (SOI) (See Attachment D). All four alternatives cross Sacramento County and City of Folsom's SOI, and are included in their respective General Plan Circulation Elements. Each of the four alternatives is consistent with the Sacramento County General Plan and the City of Folsom's SOI Circulation Plan. (See Attachments C and D).

All alternatives cross the Carson Creek Specific Plan area. The County is currently processing a tentative map for Carson Creek Tentative Map Phase 2 Unit 2 (TM06-1428).

### ***Conclusions***

The purpose of the Study was to provide information to the County to be used to address General Policy TC-1u. The Study finds that Alternative 5 is the highest ranked alignment. However, this alignment runs through the approved Carson Creek Tentative Map Phase 2 Unit 1 project (TM04-1391). Alternative 2 ranks the second highest which is marginally higher than Alternative 1. The primary difference between Alternatives 1 and 2 relates to "Fixing" the Intersection Category, which is weighted at 50%. Alternative 2 has a slightly better delay time at the intersection. The resultant LOS is the same. See Attachment B for the Evaluation Matrix and Attachment H for the Traffic Analysis for further details.

Alternative 1 is the only alignment of the four presented in the Study that has an alignment consistent with approved Carson Creek Tentative Map Phase 2 Unit 1 (TM04-1391) and pending Carson Creek Tentative Map Phase 2 Unit 2 (TM 06-1428). The Carson Creek Tentative Map Phase 2 Unit 2 (TM06-1428) is scheduled for the December 13<sup>th</sup> Planning Commission hearing.

Staff is working on updating the Travel Demand Model (TDM) and land use forecasts, which may provide new information regarding the LOS at the White Rock Road and Latrobe Road intersection. The updated TDM may conclude that there are no LOS deficiencies at the White Rock Road and Latrobe Road intersection. If there are no LOS deficiencies, then a "roadway to the west", as identified in Policy TC-1u, will no longer be necessary. The TDM may also provide information that concludes that only a two

lane connector road is needed to mitigate LOS deficiencies versus the 4 lanes proposed for the alternatives in the Study.

In addition to addressing the four mitigation measures listed above, Resolution of Intention 2011-180 for the Targeted General Plan Amendment considers the potential of removing the business cap as part of the analysis (Policy TC-1y).

**Staff Recommendation:**

Staff recommends that the Board:

1. Receive and file the Latrobe Connector Study
2. Acknowledge Condition of Approval No.27 for TM99-1359 as complete.
3. Defer decision on an alignment for a connection to the west as required by General Plan Policy TC-1u until the completion of the TDM and land use forecast efforts.

**Next Steps:**

1. Staff to provide memo to Development Services, with status of completion for Condition No. 27 for the West Valley Village Tentative Map TM99-1359.
2. Staff to return to the Board subsequent to completion of the TDM and land use forecast updates, if it is determined that mitigation is required at the White Rock Road and Latrobe Road intersection.

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