

# **APPENDIX E**

January 13, 2020

Mr. Daniel E. Kramer, President  
**Petralogix Engineering, Inc.**  
[dkramer@petralogix.com](mailto:dkramer@petralogix.com)

**RE: TRAFFIC ASSESSMENT FOR LOS RIOS COMMUNITY COLLEGE  
DISTRICT'S ELK GROVE CENTER PHASE 2 PROJECT, ELK GROVE, CA**

Dear Mr. Kramer:

This letter summarizes KDAnderson & Associates assessment of the potential traffic impacts associated with the Los Rios Community College District's (LRCCD) Cosumnes River College Elk Grove Center Phase 2 project in Elk Grove, California. The proposed project is construction of a roughly 25,000 sf building (15,300 assignable sf) adjoining the existing Center Phase 1 facility south of Bighorn Blvd.

### **Background**

The overall Elk Grove Center project was the subject of an IS/MND prepared in 2010<sup>1</sup>. That document identified traffic impacts and mitigation measures associated with facilities occupying a 13 acre site that were expected to total 46,758 sf of building space and accommodate up to 1,500 full-time equivalent (FTE) students.

The Elk Grove Center is located within the City of Elk Grove's Laguna Ridge Specific Plan area (LRSP). The 1.900 acre LRSP was adopted in 2004 and most recently updated in 2019 to reflect the City of Elk Grove's updated General Plan. The LRSP includes 127 acres of school facilities, including Cosumnes Oaks HS and Pinkerton Middle School that are located immediately north of the Elk Grove Center.

The Elk Grove Center is generally located on the southeast corner of the intersection of Big Horn Blvd & Whitelock Parkway. Big Horn Blvd is a four-lane arterial street that extends east and south for about five miles from an intersection on Franklin Road to its current terminus adjoining the Elk Grove Center. Whitelock Parkway is a four-lane arterial than extends easterly from an intersection on Franklin Road, passes along the Elk Grove Center and ends at an intersection on W. Stockton Blvd adjoining State Route 99. The Elk Grove Center has inbound-only access to Whitelock Pkwy at a location 400 feet east Big Horn Blvd and has access to Big Horn Blvd at a full access driveway located 600 feet south of Whitelock Pkwy.

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<sup>1</sup> Mitigated Negative Declaration CRC Elk Grove / Laguna Education Center, Neil O. Anderson, Inc, September 13, 2010.

The Elk Grove Center is served by alternative transportation modes. Sidewalks exist along all streets in the area of the project and Class II bike lanes exist on Big Horn Blvd.

**Project Trip Generation**

The number of vehicle trips that are expected to be generated by development of the proposed project has been estimated using published trip generation data. The Institute of Transportation Engineers (ITE) publication, *Trip Generation Manual, 10<sup>th</sup> Edition*, has been used.

ITE Trip Generation Manual trip generation rates for the land use category 540, "Community College", have been applied to the proposed project. The trip generation rates and the resulting trip generation estimates are presented in Tables 1 and 2, respectively. As shown, the proposed 25,000 square foot building is projected to generate a total of 52 a.m. and 47 p.m. peak hour trips.

TABLE 1 TRIP GENERATION RATES					
Land Use	Trips per 1,000 sf (ksf)				
	Daily	AM Peak Hour		PM Peak Hour	
		Rate	In / Out	Rate	In / Out
Community College (ITE 540)	20.25	2.07	77% / 36%	1.86	50% / 50%

Source: Institute of Transportation Engineers, Trip Generation Manual, 10<sup>th</sup> Edition.

TABLE 2 PROJECT TRIP GENERATION							
Land Use	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Phase 2 Building (25 ksf)	506	40	12	52	24	24	47

**Evaluation Criteria**

**Transportation Analysis Guidelines - VMT.** In February 2019 the City of Elk Grove adopted updated Transportation Analysis (TA) Guidelines which were in conformance with the City's updated General Plan and consistent with the intent of SB 743. SB 743 revised the California Environmental Quality Act (CEQA) guidelines to move impacts analysis from roadway capacity-based analysis (i.e., Level of Service) to impact evaluation based on the project's effect

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on Vehicle Miles Traveled (VMT). The updated guidelines identify criteria for determining whether a project may have an impact of regional VMT:

**Land Use Project Screening.** The City has established specific limits on VMT allowable for each land use project by General Plan land use designation as well as Citywide limits and limits within each Study Area. Land use projects must show consistency with the General Plan Land Use Plan. Projects that are inconsistent with the Land Use Plan are automatically considered inconsistent with the VMT policy and shall conduct a VMT analysis. Projects that are consistent with the Land Use Plan move to the next step. Projects that are not likely to lead to a substantial or measurable increase in VMT and are presumed to be less than significant include, but are not limited to, the following:

- Project located within pre-screened areas on the VMT Screening Map shown in Figure 2.
- Project located within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor. (At the time this document was approved, there were no major transit stops in Elk Grove).

Review of Figure 2 (attached) reveals that the Elk Grove Center is located within the area of the City that has been predetermined to result in 85% of average VMT. Because the project is consistent with the City of Elk Grove General Plan, it is not subject to VMT analysis and its impacts on VMT are assumed to be less than significant.

**Transportation Analysis Guidelines – TA.** The Transportation Analysis Guidelines also note the need for a TA as noted below:

Unless explicitly waived by the City, a TA is required when any one or more of the following conditions is met:

1. The project has the potential to create a significant environmental impact under CEQA (review Table 13 for a list of significance thresholds for all modes).
2. A project with unique land uses or operating characteristics that is not easily characterized, as determined by the Public Works Director.
3. A transportation project that is likely to lead to a substantial or measurable increase in VMT (review Page 9 for a list of projects not likely to lead to a substantial or measurable increase in VMT).
4. The project requires a discretionary planning approval and was not previously analyzed under a prior TA or similar study.
5. The project will substantially alter physical or operational conditions on a City roadway, bikeway, sidewalk, or other transportation facility as determined by the Public Works Director.
6. The project potentially impacts a facility by creating an elevated collision concentration or rate as determined by the Public.

Review of these criteria reveals that a TA is not required. The project does not create a significant impact under any of the 13 thresholds identified in Table 13 (attached). The project's land use and operating characteristics are not unique. This is not a "transportation project". The project's impacts were previously analyzed under the 2010 MND. The project will not substantially alter the physical or operational condition of a City roadway, bikeway, sidewalk or other facility. The project will not create an elevated collisions concentration or rate.

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**Conclusions**

The project's transportation impacts are less than significant based on consideration of the thresholds adopted by the City of Elk Grove regarding VMT. No mitigation is required.

Please feel free to contact me if you have any questions.

Sincerely Yours,

**KD Anderson & Associates, Inc.**

A handwritten signature in black ink, appearing to read 'K D Anderson', with a long horizontal flourish extending to the right.

Kenneth D. Anderson, P.E.  
President

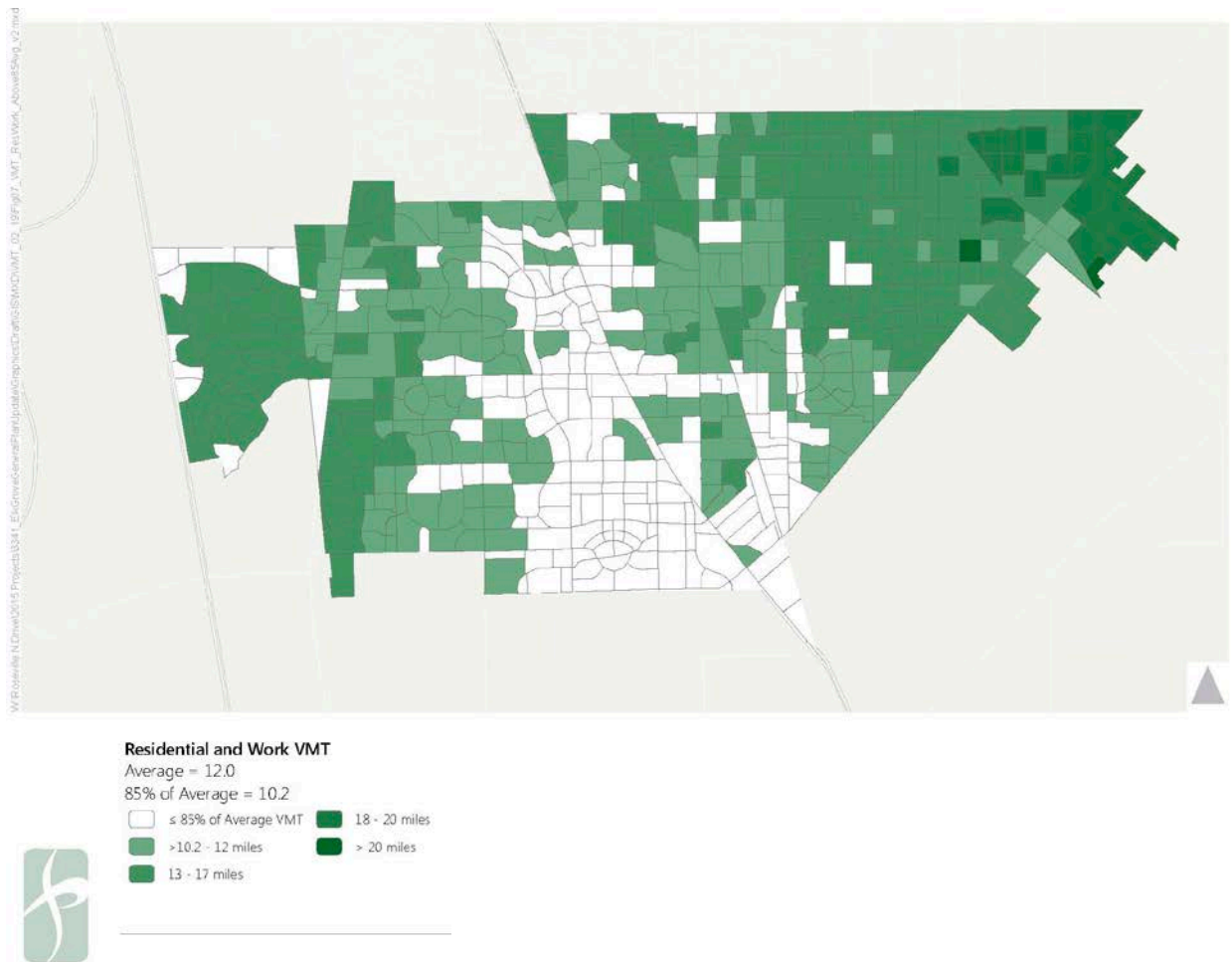
Attachments

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Figure 2 shows the VMT Screening Map that identifies areas in the City that are exempt from VMT analysis. These include sites that have been pre-screened through citywide VMT analysis. Pre-screened areas are shown in white and have been determined to result in 15 percent or below the average service population VMT established for that land use designation if built to the specifications of the Land Use Plan.

Areas shown in green on the screening map have not been pre-screened, based on analysis indicating that daily home-based residential and worker VMT will likely exceed the 15 percent below baseline limit unless reduction strategies are employed. Projects not pre-screened must proceed to VMT analysis.

**Figure 2 – Land Use Project VMT Screening Map**



**TABLE 13: SIGNIFICANCE CRITERIA**

Elements	Significant Impact Determination
On-Site Circulation	<ul style="list-style-type: none"> <li>• Project designs for on-site circulation, access, and parking areas fail to meet City or industry standard design guidelines.</li> <li>• A project fails to provide adequate accessibility for service and delivery trucks on-site, including access to truck loading areas.</li> </ul>
Bicycle Facilities	<ul style="list-style-type: none"> <li>• A project disrupts existing or planned bicycle facilities or conflicts with adopted City non-auto plans, guidelines, policies, or standards.</li> <li>• The project adds trips to an existing transportation facility or service (e.g., bike path) that does not meet current design standards.</li> <li>• The project degrades the Bicycle Streetscore LTS.</li> </ul>
Pedestrian Facilities and Americans with Disabilities Act (ADA) compliance	<ul style="list-style-type: none"> <li>• A project fails to provide accessible and safe pedestrian connections between buildings and to adjacent streets and transit facilities.</li> <li>• A project disrupts existing or planned pedestrian facilities or conflicts with adopted City non-auto plans, guidelines, policies, or standards.</li> <li>• The project adds trips to an existing transportation facility or service (e.g., sidewalk) that does not meet current design standards.</li> <li>• The project degrades the Pedestrian Streetscore LTS.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>• A project increases off-site parking demand above that which is desired according to the City in the immediate project area.</li> </ul>
Trucks (or other heavy vehicles)	<ul style="list-style-type: none"> <li>• A project fails to provide safe accommodation of forecast truck traffic or temporary construction-related truck traffic.</li> <li>• The project adds 100 daily passenger vehicle trips (or equivalent – see Appendix D – FHWA Vehicle Classification Definitions) to an existing roadway that does not meet current City design standards (e.g., structural section, horizontal and vertical curves, lane and shoulder width, or similar.).</li> </ul>
Transit	<ul style="list-style-type: none"> <li>• A project creates demand for public transit services above the crush load capacity that is provided or planned.</li> <li>• A project disrupts existing or planned transit facilities and services or conflicts with adopted City non-auto plans, guidelines, policies, or standards.</li> </ul>
VMT	<ul style="list-style-type: none"> <li>• Project exceeds VMT per service population limits outlined in Policy MOB-1.</li> </ul>
General Plan Consistency	<ul style="list-style-type: none"> <li>• A project conflicts or creates inconsistencies with General Plan policies.</li> </ul>
Other Subject Areas	<ul style="list-style-type: none"> <li>• The construction of a project creates a temporary but prolonged impact due to lane closures, need for temporary signals, emergency vehicles access, traffic hazards to bikes/pedestrians, damage to roadbed, truck traffic on roadways not designated as truck routes, etc.</li> </ul>
Other Jurisdictional Requirements	<ul style="list-style-type: none"> <li>• The project exceeds established significance criteria thresholds for locations under the jurisdiction of other agencies.</li> </ul>

