

**APAC TRANSPORTATION STANDING COMMITTEE REPORT**

**GATEWAY PROJECT TRAFFIC REVIEW – March 2024**

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APAC Transportation Standing Committee offers the following preliminary analysis, comments, and questions on the Gateway Projects (Phases 1 and 2).

**PREFACE: Project Scope and Process**

The proposed Gateway El Dorado project is a massive Industrial Warehouse Distribution complex in the El Dorado Hills Business Park by PacTrust, a commercial real estate owner and developer headquartered in Portland, Oregon. The potential scope and scale of this distribution project eclipses that of Project Frontier and threaten to bring far more trucks, traffic, and pollution than even the worst-case scenario of an Amazon distribution center.

The full scale of Gateway El Dorado, including the two buildings under construction, will be 1.6M gross square feet of floor area with over 350 loading docks. Project Frontier planned only 152 loading docks to serve 4.8M gross square feet of floor area. Based on the composition of the building this warehouse project apparently will function as a *highly trafficked/high-velocity distribution center* resulting in approximately 3,700 daily vehicle trips. This daily vehicle trip (DVT) number is triple the projection for Project Frontier.

Name	Bldg	# bldg	sq ft	docks	DVT	Road improvements
<b>Gateway</b> Crossing  proposed  area	2 story	2 + 4	1.1M	350	3,700	Unknown timing and funding for Carsin  No Latrobe Rd widening/improvement  Traffic noise impacts to adjacent properties
<b>Frontier</b> development	4 story	2	4.8M	152	1,200	widen Latrobe to 6 lanes/HWY 50 south to

This traffic will initially be forced one of three paths to and from the warehouses, one east to the already impacted Golden Foothill Pkwy/Latrobe Rd intersection (LOS “D”) and north to Hwy 50, West on Golden Foothill to Winfield Way/White Rock Road, and third south on the residential collector Carson Crossing Rd. to White Rock Road (which is already perilous and accident-prone intersection). The Carson Crossing route is especially problematic as it bisects and borders Age Restricted Communities.

An extension of Carson Crossing to Latrobe is contemplated, but the timing and funding are unclear. This additional load and intersection will have a significant impact on already impacted Latrobe Rd.

Truck traffic can present substantial safety issues. Collisions with heavy-duty trucks are especially dangerous for passenger cars, motorcycles, bicycles, and pedestrians. These concerns can be even greater if truck traffic passes through residential areas (IE: higher % of senior residents), school zones, or other places where pedestrians are common. The schools in the area and the proposed adjacent fast-food outlets will exacerbate the safety issue.

## **APAC Preliminary Analysis, Comments and Questions**

### **Increased Traffic Load must be verified and measured**

– The developer estimated 3700 Average Daily Trips. This number is consistent with APAC’s analysis based on project specifications (attached trip generation doc for reference). This additional load will have significant impact on already impacted Latrobe Rd.

- What is the breakdown of trucks, delivery vans, passenger cars?
- What are the expected hours of operation/shift changes?
- What is the projected growth rate of the facility with respect to the number over the next 5 years or more after completion?
- Will EDC DOT provide current and complete Traffic network LOS study for primary and secondary routes and a “trip destination analysis”?
- How do current EDC CIP projects factor into this project?
  - IE: effect the upcoming Caltrans-EDH HWY 50/Latrobe Interchange project and its LOS design, planned improvements to Latrobe Rd/Golden Foothill, etc.

### **Traffic Routing must be optimized for flow and safety**

- When will Carson Crossing be extended to Latrobe? Phase I or II?
- Who is funding the improvements?
- Will truck traffic be allowed on the Residential Connector Carson Crossing between Golden Foothill and White Rock Road?

### **Traffic Safety must be addressed through roadway improvements, signage, designated flows, and speed limits**

- What proactive mitigations will be put in place to address safety concerns of increased truck traffic?

Examples:

- Designing, clearly marking, and enforcing truck routes that keep trucks out of residential neighborhoods and off residential connector roads.
- Installing signs in residential areas noting that truck and employee parking is prohibited.
- Constructing new or improved transit stops, sidewalks, bicycle lanes, and crosswalks, with special attention to ensuring safe routes to schools.

- Designating areas for employee pickup and drop-off.
- Implementing traffic control and safety measures, such as traffic calming measures, speed limits, or new traffic signs or signals.
- Placing facility entry and exit points on major streets that are not currently impacted.
- Restricting the turns trucks can make entering and exiting the facility.
- Constructing roadway improvements to improve traffic flow.
  - E.G. Interconnecting all traffic signals on Latrobe Road for better “free flow” of traffic.

- What will be the impact of the CHP, Sheriff, EDHFD in terms of response and costs?

**Truck, and other vehicle, parking must be addressed through roadway improvements and enforceable parking restrictions**

- Warehouse/Distribution facilities have a chronic parking issue that affects surrounding areas. There must be restrictions on location, hours, and noise for parked vehicles.

**APAC TRANSPORTATION STANDING COMMITTEE CONCLUSIONS**

The EDHAPAC Transportation Standing Committee does not support the Gateway EDH project as defined due to significant Traffic load, congestion, routing, parking, and safety concerns.

As there are many open questions that need to be addressed by both the developer and the county, the EDHAPAC Standing Committee on Traffic recommends a joint review and planning session with the Committee, the developer, and EDC Planning and DOT departments to ensure clear and complete communication.