9.0 TRAFFIC AND CIRCULATION

9.0 TRAFFIC AND CIRCULATION

This section of the Draft Environmental Impact Report ("Draft EIR"; "DEIR") provides a description of the traffic and circulation conditions in the area surrounding the Project site and identifies potential environmental impacts of implementing the proposed Project associated with traffic and circulation. The analysis provided in this section focuses on potential impacts to area intersections, roadway segments, and internal site circulation, as well as pedestrian and bicycle circulation, safety, and the provision of public transit. This section also evaluates the Project's consistency with the Placer County General Plan and Granite Bay Community Plan as they relate to traffic and circulation. Where necessary, mitigation measures are identified to address significant impacts. The analysis in this section is based on the Traffic Impact Analysis (TIA) prepared for the proposed Project by KD Anderson & Associates, Inc. (2010) and other supporting documentation (Supplemental Traffic Information Memo Dated May 19, 2011 by KD Anderson & Associates, Inc.). The TIA is included as **Appendix 9.0-1** and the Supplemental Traffic Information Memo is included as **Appendix 9.0-2** of this Draft EIR.

9.1 EXISTING SETTING

9.1.1 Study Area Circulation System

9.1.1.1 Roadways

Regionally, the site is served primarily by Sierra College Boulevard, which links the cities of Lincoln and Rocklin, the Town of Loomis, and the community of Granite Bay to Interstate 80 (I-80) and continues south through the City of Roseville and into Sacramento County where it becomes Hazel Avenue. I-80 also provides regional access to the site via the Rocklin Road, Sierra College Boulevard, Eureka Road, and Douglas Boulevard interchanges. Following are brief descriptions of each roadway within the study area that could be affected by the proposed Project. See **Figure 9-1** for the location of each roadway and **Figure 3-3** in Section 3.0 for the Project site plan.

Interstate 80

I-80 is the primary east-west arterial across Placer County and Northern California. In the vicinity of the proposed Project, I-80 is a six-lane controlled access freeway. Access for the Project site to the interstate is available at the Rocklin Road and Sierra College Boulevard interchanges in Rocklin and to a lesser extent, the Douglas Boulevard and Eureka Road interchanges in Roseville.

The California Department of Transportation (Caltrans) provides annual reports of the volume of traffic on the state highway system. The most recent counts available from Caltrans report an Annual Average Daily Traffic (AADT) volume of 153,000 vehicles per day west of the State Route 65 (SR 65) junction, 119,000 AADT between SR 65 and Rocklin Road, 95,000 AADT in the area of Sierra College Boulevard, and 91,000 AADT between the Sierra College Boulevard and Horseshoe Bar Road interchanges.

Sierra College Boulevard

Sierra College Boulevard is a north–south arterial road that connects State Route (SR) 193 north of Penryn with I-80 and then continues southerly through Rocklin and Roseville before becoming Hazel Avenue in Sacramento County. Within that area, the road passes through portions of unincorporated Placer County, the Town of Loomis, the City of Rocklin, and the City of

Roseville. Near the Project site, the road itself is in the City of Rocklin, but the adjoining property is in unincorporated Placer County. To the north of the Project site, the east side of the road abuts the Town of Loomis.

In the area of the Project site, Sierra College Boulevard is transitioning from a two-lane rural highway to a six-lane limited access urban arterial street. South of the Project site, the road is currently four lanes immediately north of Douglas Boulevard; this four-lane section is being extended northerly along the uphill grade south of Secret Ravine Parkway. Development has already occurred at the top of Sierra College Boulevard in Rocklin and Roseville, and as a result the west side of the highway in Rocklin has been improved to its ultimate six-lane width from Secret Ravine Parkway north past the Project site to Rocklin Road. East side improvements have lagged as development has been limited on that side of the road. As a result, a single northbound through lane is available in the area from Nightwatch Drive through Rocklin and Loomis to the Rocklin Road intersection.

On-street parking is prohibited along Sierra College Boulevard in the area of the Project site. Class II bicycle lanes are striped on the west side of Sierra College Boulevard in the locations where ultimate improvements have been made. Meandering sidewalks exist along the portions of Sierra College Boulevard that have been improved to their full width, including the area immediately west of the Project site and opposite the Project site.

As part of the TIA prepared for the proposed Project, traffic counts were conducted in July 2007 on roadways in the vicinity of the Project site. These traffic counts revealed that Sierra College Boulevard carried a volume of 19,150 vehicles on Friday in the area of the Project site and a volume of 14,340 vehicles on Saturday. While the weekday volumes could be higher when Sierra College is in session, the Saturday volume is judged to be representative of "typical" conditions. Traffic counts conducted on a Saturday in November 2008 in Roseville indicated that Sierra College Boulevard carried 15,250 vehicles between Douglas Boulevard and Cavitt Stallman Road and 12,450 vehicles in the area between Olympus Drive and Secret Ravine Parkway.

Rocklin Road

Rocklin Road is an east-west arterial street that links the eastern and western portions of the City of Rocklin that are otherwise separated by I-80. Rocklin Road also continues easterly beyond Sierra College Boulevard through the Town of Loomis to Barton Road, and the portion of Rocklin Road provides freeway access to the unincorporated portions of Placer County near Granite Bay. Presently, Rocklin Road is a four-lane arterial street between I-80 and Sierra College Boulevard. East of Sierra College Boulevard, the south half of the roadway has been widened as development has occurred in Rocklin, but the road remains a two-lane rural road through Loomis to its terminus at Barton Road.

Daily traffic volume counts on Rocklin Road were taken from available sources. The segment of Rocklin Road between I-80 and Sierra College Boulevard carries 13,100 vehicles per day on weekdays, while the volume between Sierra College Boulevard and Barton Road is 6,100 vehicles per day.

Nightwatch Drive

Nightwatch Drive is a local collector street that provides access into the developed area of Rocklin across from the Project site. Nightwatch Drive is a two-lane street with a center landscaped median and is signalized at its intersection with Sierra College Boulevard. Sidewalks exist along both sides of Nightwatch Drive.



Not to scale $\bigwedge_{\mathbf{N}}$

Figure 9-1 Vicinity Map PMC[®]

El Don Drive, Southside Ranch Road, and Brookfield Circle

El Don Drive, Southside Ranch Road, and Brookfield Circle are City of Rocklin collector streets that intersect Sierra College Boulevard at signalized intersections north of the Project site. Each is a two-lane street with sidewalks and on-street parking.

Ridge Park Drive

Ridge Park Drive is a gated private street that provides access to an existing 19-unit residential subdivision in Loomis. Ridge Park Drive is approximately 24 feet wide, and the private gate is approximately 175 feet from Sierra College Boulevard.

Scarborough Drive

Scarborough Drive is a City of Rocklin collector street that intersects Sierra College Boulevard west of the Project site. Scarborough Drive provides access to the residential area of Rocklin abutting the City of Roseville. Scarborough Drive also links Sierra College Boulevard with Secret Ravine Parkway, an arterial street that extends across northern Roseville to East Roseville Parkway. Scarborough Drive is a two-lane street with on-street parking.

Secret Ravine Parkway, Olympus Drive, and Douglas Boulevard

Secret Ravine Parkway, Olympus Drive, and Douglas Boulevard are City of Roseville streets that connect Sierra College Boulevard with the East Roseville Parkway neighborhood of Roseville and with interchanges on I-80.

9.1.1.2 Intersections

The quality of traffic flow is often governed by the operation of key intersections. The following intersections have been identified for evaluation in the TIA in consultation with Placer County, the Town of Loomis, and the City of Rocklin.

Sierra College Boulevard/Rocklin Road

The Sierra College Boulevard/Rocklin Road intersection is signalized and is located north of the Project site. The geometric configuration of the intersection is currently in transition as ongoing infrastructure construction temporarily has eliminated some auxiliary lanes. The intersection features separate left turn lanes on each approach, and a right turn lane is available on the eastbound approach. There are two eastbound and two southbound through lanes, but only single through lanes are currently available on the northbound and westbound approaches. Prior to current construction, the northbound approach included a short auxiliary through lane. Crosswalks exist on all four legs of the intersection.

Sierra College Boulevard/El Don Drive

The Sierra College Boulevard/El Don Drive intersection is controlled by a traffic signal. The geometric layout of the intersection includes left turn lanes on each approach, and the southbound approach is configured with three through lanes. The northbound approach includes a through lane and a short auxiliary through lane that terminates just north of the intersection at the Aguilar Creek crossing. Crosswalks exist on all four legs of the intersection.

Sierra College Boulevard/Southside Ranch Road

The Sierra College Boulevard/Southside Ranch Road intersection is signalized. The west side of the intersection has been improved to its ultimate width and three southbound through lanes are available. However, while separate left turn lanes exist on the northbound and southbound approaches, only one northbound lane extends through the intersection. The east leg of the intersection is a private access to a rural residential area in Loomis. Crosswalks exist on all four legs of the intersection.

Sierra College Boulevard/Ridge Park Drive

The Sierra College Boulevard/Ridge Park Drive intersection is one of the few unsignalized intersections on Sierra College Boulevard. This location is controlled by a stop sign on the Ridge Park Drive approach to Sierra College Boulevard. There is a southbound left turn lane on Sierra College Boulevard to serve the intersection. The median area south of the intersection is relatively narrow and does not accommodate outbound vehicles that might attempt to turn into the striped median area prior to merging with southbound traffic. Town of Loomis staff report that at one time the median area was wide enough to serve as a refuge area but that the median area was narrowed during the last Sierra College Boulevard widening project.

Sight distance at the Ridge Park Drive intersection is clear looking to the north and south and meets minimum requirements for this location.

Sierra College Boulevard/Nightwatch Drive

The Sierra College Boulevard/Nightwatch Drive intersection is signalized. The westbound Sierra College Boulevard approach has been widened to its ultimate width and includes three through lanes and a separate right turn lane. The southbound Nightwatch Drive approach is configured to include separate left turn and right turn lanes. While Sierra College Boulevard has been widened to the west of the intersection, the area is striped to provide only a left turn lane and single through lane. Crosswalks do not exist across Sierra College Boulevard at this intersection. This intersection is the proposed main Project site access.

Sierra College Boulevard/Scarborough Drive

The Sierra College Boulevard/Scarborough Drive intersection is controlled by a traffic signal. This intersection has been improved to its ultimate paved width; however, as with the Nightwatch Drive intersection, this intersection is currently striped to accommodate transition areas in advance of the narrower roadway sections adjoining the intersection. Today the westbound Sierra College Boulevard approach offers three through lanes and a separate right turn lane. The eastbound Sierra College Boulevard approach is also striped with separate left turn and right turn lanes, as well as two through lanes. The southbound Scarborough Drive approach is configured with dual left turn lanes and a separate right turn lane. Crosswalks exist on all four legs of the intersection.

Sierra College Boulevard/Secret Ravine Parkway

The Sierra College Boulevard/Secret Ravine Parkway intersection is signalized. Both Sierra College Boulevard approaches have two through lanes and separate left turn and right turn lanes. The eastbound Olympus Drive approach has three lanes that are configured as a separate left turn

lane, a combined left turn and through lane, and a right turn lane. Crosswalks exist across Sierra College Boulevard at this intersection.

Sierra College Boulevard/Olympus Drive

The Sierra College Boulevard/Olympus Drive intersection is signalized. Both Sierra College Boulevard approaches have two through lanes and separate left turn and right turn lanes. The eastbound Olympus Drive approach has three lanes that are configured as a separate left turn lane, a combined left turn and through lane, and a right turn lane. The westbound approach leaving Bayside Church has three lanes that are configured as a separate left turn lane, a combined left turn and through lane, and a right turn lane. The westbound approach leaving Bayside Church has three lanes that are configured as a separate left turn lane, a combined left turn and through lane, and a combined through and right turn lane. Crosswalks exist across Sierra College Boulevard at this intersection.

Sierra College Boulevard/Douglas Boulevard

The Sierra College Boulevard/Douglas Boulevard intersection is signalized. Both Sierra College Boulevard approaches have three through lanes and dual left turn lanes, and there is a separate right turn lane on the northbound approach. Douglas Boulevard has three through lanes in each direction plus separate left turn and right turn lanes. Crosswalks exist across all four legs of the intersection.

9.1.1.3 Planned Improvements/Funding Sources

South Placer Regional Transportation Authority (SPRTA)

The South Placer Regional Transportation Authority (SPRTA) is a Joint Powers Authority (JPA) comprising the cities of Lincoln, Rocklin, and Roseville and the County of Placer. SPRTA was formed in 2002 for the purpose of implementing a Regional Transportation and Air Quality Mitigation Fee to fund specified regional transportation projects. SPRTA is governed by a Board of Directors representing the JPA member jurisdictions and is staffed by the Placer County Transportation Planning Agency. Placer County and the cities of Lincoln, Rocklin, and Roseville are SPRTA members. The Town of Loomis is not a member.

SPRTA funding is directed toward projects such as Placer Parkway, Sierra College Boulevard widening, Lincoln Bypass, I-80/Douglas Boulevard interchange, SR 65 widening, I-80/Rocklin Road interchange, Auburn Folsom Road widening, and high occupancy vehicle (HOV) lanes on I-80 through Roseville.

As a road of regional importance, improvements to Sierra College Boulevard are important to both local residents and to the greater South Placer County public. Locally, SPRTA funding is part of the ultimate plan for improving Sierra College Boulevard from SR 193 to the Sacramento county line.

Under the SPRTA funding program, Sierra College Boulevard is divided into10 distinct segments. Segment 3 is the area from Taylor Road to Granite Drive, segment 5 is the area from I-80 to Rocklin Road, and segment 6 is the segment from Rocklin Road to the Roseville city limits. In segments 3 and 6, SPRTA is expected to fund the second through travel lane in each direction, with the third through lane, bike lane, and sidewalk the responsibility of the projects fronting the road. Likewise, SPRTA is anticipated to fund both the second and third through lanes in each direction on segment 5.

While the SPRTA funding program outlines ultimate roadway improvements, actual implementation is directed by member agencies in a phased manner. For example, the City of Rocklin has finished

the ultimate improvements to the west side of Sierra College Boulevard in segment 6. The City of Rocklin currently is preparing construction plans to add a second through lane in each direction to segment 3, although the completion date for that work is uncertain. The City of Rocklin is currently preparing plans for adding the second through lane in each direction in segment 5. The City of Rocklin is currently preparing plans for constructing the second northbound lane on Sierra College on the portion of segment 6 from the El Don Drive intersection north to Rocklin Road.

Many issues associated with SPRTA are points of contention between the member agencies and the Town of Loomis. As a non-member, the extent to which Loomis is to contribute to the cost of Sierra College Boulevard widening in the area of Loomis north of Granite Drive is being negotiated. How ultimate improvements not covered by SPRTA will be funded in locations where little or no Loomis development is anticipated is a separate issue.

City of Rocklin Capital Improvement Program (CIP)

The City of Rocklin's Traffic Impact Fee and Capital Improvement Program (CIP) define the roadway and intersection improvements needed to maintain the level of service policy adopted in the City's General Plan. The CIP includes the following improvements in the vicinity of the proposed Project:

- Widen Rocklin Road to four lanes from two lanes from the Loomis town limits to east of Sierra College Boulevard
- Widen Rocklin Road to six lanes from west of Sierra College Boulevard to Granite Drive
- Reconstruct I-80/Rocklin Road interchange
- Widen Sierra College Boulevard to six lanes from Nightwatch Drive to the Aguilar Tributary
- Widen Sierra College Boulevard to six lanes from the Aguilar Tributary to I-80

Placer County Traffic Impact Fee Program and Capital Improvement Program (CIP)

In April 1996, the Placer County Board of Supervisors adopted the Countywide Traffic Impact Fee Program, requiring new development within the county to mitigate impacts to the roadway system by paying traffic impact fees. The fees collected through this program, in addition to other funding sources, make it possible for the County to construct roads and other transportation facilities and improvements needed to accommodate new development. The County's fee program and Capital Improvement Program is divided into eleven districts. The proposed Project is included in the Granite Bay Benefit District. The Granite Bay CIP includes the following projects in the area of Project site:

Widen pavement and add Class II bike lanes on Barton Road from Sacramento County line to Loomis town limits

Town of Loomis Capital Improvement Program (CIP)

The Town of Loomis CIP includes the following improvements in the area of the proposed Project:

Barton Road cape seal from Via Francesco to south town limits

- Barton Road overlay from Rutherford to Brace
- Sierra College Boulevard reconstruction from south town limits to Brace Road
- Sierra College Boulevard widening (unscheduled)

9.1.2 Level of Service

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Level of Service Methodology

Level of service (LOS) is a quantitative measure describing the operating condition of intersections and roadways. There are six levels of service, A through F, which represent driving conditions from best to worst, respectively. Each LOS is defined in **Table 9-1** below.

| of Service | Signalized Intersection | Unsignalized Intersection | Roadway Segments |
|---------------|---|---|---|
| А | Uncongested operations, all queues clear in a single-signal cycle. V/C <0.60 Delay ≤ 10 sec/veh | Little or no delay. Delay ≤ 10 sec/veh | Completely free flow |
| В | Uncongested operations, all queues clear in a single-signal cycle. $0.60 \le V/C < 0.70$ Delay > 10 sec/veh and ≤ 20 sec/veh | Short traffic delays. Delay > 10 sec/veh and \leq 15 sec/veh | Free flow, presence of other vehicles noticeable |
| С | Light congestion, occasional backups on critical approaches. $0.70 \le V/C < 0.80$ Delay > 20 sec/veh and < 35 sec/veh | Average traffic delays. Delay > 15 sec/veh and \leq 25 sec/veh | Ability to maneuver and select operating speed affected |
| D | Significant congestions of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. $0.80 \le V/C < 0.90$ Delay > 35 sec/veh and < 55 sec/veh | Long traffic delays. Delay > 25 sec/veh and \leq 35 sec/veh | Unstable flow, speeds and ability to maneuver restricted |
| Е | Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(s). $0.90 \le V/C \le 1.00$ Delay ≥ 55 sec/veh and ≤ 80 sec/veh | Very long traffic delays, failure, extreme congestion. Delay > 35 sec/veh and ≤ 50 sec/veh | At or near capacity, flow quite unstable |
| F | Total breakdown, stop-and-go operation. V/C > 1.00 Delay > 80 sec/veh | Intersection often blocked by external causes. Delay > 50 sec/veh | Forced flow, breakdown |
| Note: V/ | C = Volume/Capacity c/veh = Seconds per Vehicle | | |

TABLE 9-1 LEVEL OF SERVICE DEFINITIONS

Source: KDAnderson & Associates, Inc., 2010

Methodology at Signalized Intersections

Various methodologies exist to determine operating levels of service at signalized intersection. The available techniques vary with regard to factors such as traffic signal timing, interaction between adjoining signals, etc. The City of Rocklin makes use of the techniques contained in *TRB Circular No. 212*, which is more commonly identified as "critical movement analysis." The City of Roseville makes use of the procedures contained in the *2000 Highway Capacity Manual* for determining operating level of service.

Methodology at Unsignalized Intersections

At unsignalized intersections, the number of gaps in through traffic, gap acceptance time, and corresponding delays for motorists waiting to turn are used for level of service analysis. Procedures used for calculating unsignalized intersection level of service are as presented in the *Highway Capacity Manual, 2000 edition.*

The general characteristics associated with each LOS grade for signalized intersections, unsignalized intersections, and roadway segments are presented in **Table 9-1**.

Levels of service were calculated at study area intersections and Project driveways to assess the quality of existing traffic conditions and provide a basis for analyzing Project impacts.

9.1.3 Existing Traffic Conditions

Since the proposed Project will hold its services primarily on Saturdays, the TIA conducted for the proposed Project addressed traffic conditions occurring during mid-day Saturday peak hours. Saturday counts were conducted within the limits of the City of Rocklin between the hours of 10:00 a.m. and 1:00 p.m. in July 2007 and in Roseville in November 2008. The highest one-hour volume observed during this time period was employed for this analysis.

9.1.3.1 Study Area Intersections

Existing Intersection Levels of Service

To assess the quality of existing traffic conditions and provide a basis for analyzing Project impacts, levels of service were calculated at study area intersections and Project driveways. Because the proposed Project will have primary services on Saturdays, this analysis addresses traffic conditions occurring during mid-day Saturday peak hours. Saturday counts were conducted within the limits of the City of Rocklin between the hours of 10:00 and 1:00 p.m. in July 2007 and in Roseville in November 2008. Traffic at the Sierra College Boulevard/Ridge Park Drive intersection was observed on August 9, 2009. The highest one-hour volume observed during this time period was employed for this analysis.

Table 9-2 below presents current peak hour levels of service at the study area intersections. As shown, all study intersections currently operate at levels of service that meet the minimum requirements of each municipality during the midday peak hour on Saturday. The results of these traffic counts are presented in **Figure 9-2**.

| | | | | Time Period | | | |
|--|--------------|---------|-------------------|---|------|-------------------------------|--|
| Intersection | Jurisdiction | Control | Applicable LOS | Saturday Peak Hour (10:00 a.m. to 1:00 p.m.) | | | |
| | | | Standard | LOS | v/c | Average Delay (sec/veh) | |
| Sierra College Boulevard/Rocklin Road | Rocklin | Signal | С | В | 0.54 | - | |
| Sierra College Boulevard/El Don Drive | Rocklin | Signal | С | А | 0.42 | Ι | |
| Sierra College Boulevard/Southside Ranch Road | Rocklin | Signal | С | А | 0.40 | - | |
| Sierra College Boulevard/Ridge Park Drive (overall) Westbound left-right turn | Rocklin | WB Stop | С | (A) B | _ | (0.2 sec) 13.8 sec | |
| Sierra College Boulevard/Nightwatch Drive | Rocklin | Signal | С | А | 0.38 | - | |
| Sierra College Boulevard/Scarborough Drive | Rocklin | Signal | С | А | 0.21 | Ι | |
| Sierra College Boulevard/Secret Ravine Parkway | Roseville | Signal | С | В | - | 12.5 sec | |
| Sierra College Boulevard/Olympus Drive | Roseville | Signal | С | В | - | 12.6 sec | |
| Sierra College Boulevard/Douglas Boulevard | Roseville | Signal | D | D | - | 41.6 sec | |

TABLE 9-2EXISTING INTERSECTION LEVEL OF SERVICE

Source: KD Anderson & Associates, Inc., 2010

Study Area Roadway Segments

Daily Traffic Volumes

The quality of traffic flow on county roads and city streets can also be determined based on the daily traffic volumes and generalized level of service thresholds. General "planning-level" daily volume thresholds presented in the Placer County General Plan EIR can be used to identify operating levels of service on streets and highways. These thresholds are shown in **Table 9-3**. However, the City of Rocklin makes use of the daily traffic volume thresholds shown in **Table 9-4**.

| Roadway Capacity Class | Maximum Daily Traffic Volume Per Lane Levels of Services | | | | | |
|---|---|--------|--------|--------|--------|--|
| | Α | В | С | D | E | |
| 1. Freeway – Level Terrain | 6,300 | 10,620 | 13,680 | 17,740 | 18,000 | |
| 2. Freeway – Rolling Terrain | 5,290 | 8,920 | 11,650 | 14,070 | 15,120 | |
| 3. Freeway – Mountainous Terrain | 3,400 | 5,740 | 7,490 | 9,040 | 9,720 | |
| 4. Arterial – High Access Control | 6,000 | 7,000 | 8,000 | 9,000 | 10,000 | |
| 5. Arterial – Moderate Access Control | 5,400 | 6,300 | 7,200 | 8,100 | 9,000 | |
| 6. Arterial – Low Access Control | 4,500 | 5,250 | 6,000 | 6,870 | 7,500 | |
| 7. Rural Two-Lane Highway – Level Terrain | 1,500 | 2,950 | 4,800 | 7,750 | 12,500 | |
| 8. Rural Two-Lane Highway – Rolling Terrain | 800 | 2,100 | 3,800 | 5,700 | 10,500 | |
| 9. Rural Two-Lane Highway – Mountainous Terrain | 400 | 1,200 | 2,100 | 3,400 | 7,000 | |

TABLE 9-3 EVALUATION CRITERIA FOR ROADWAY SEGMENT LEVEL OF SERVICE – PLACER COUNTY

Source: KD Anderson & Associates, Inc., 2010

TABLE 9-4 EVALUATION CRITERIA FOR ROADWAY SEGMENT LEVEL OF SERVICE – CITY OF ROCKLIN

| | Roadway Segment Capacities: Two-Way Average Daily Traffic Volumes | | | | | | | | | |
|-----|---|------------------------------------|--------------------------------------|---|-------------------------------------|--|--------------------------|--|--|--|
| LOS | Two- Lane Collector | Four-Lane Undivided Arterial | Four- Lane Divided Arterial | Four-Lane Restricted Access Arterial | Six- Lane Divided Arterial | Six-Lane Restricted Access Arterial | Four- Lane Freeway | | | |
| А | 9,000 | 18,000 | 20,250 | 21,600 | 30,315 | 30,315 | 37,600 | | | |
| В | 10,700 | 21,300 | 23,625 | 25,200 | 36,000 | 36,000 | 52,800 | | | |
| С | 12,000 | 24,000 | 27,000 | 28,800 | 40,500 | 40,500 | 68,000 | | | |
| D | 13,500 | 27,000 | 30,375 | 32,400 | 45,560 | 45,560 | 76,000 | | | |
| Е | 15,000 | 30,000 | 33,750 | 36,000 | 50,525 | 50,525 | 80,000 | | | |

Source: KD Anderson & Associates, Inc., 2010



Existing Saturday Traffic Volumes and Lane Configurations

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In 2008, Sierra College Boulevard carried 19,150 weekday Average Daily Traffic (ADT) and 14,340 vehicles per day on Saturday in the vicinity of the proposed Project. Because the number of lanes in each direction is unequal, standard LOS thresholds are not directly applicable. The two-lane thresholds could be applicable in the northbound direction. Under Placer County General Plan standards, the current volume is indicative of weekday LOS E on a two-lane arterial with a high degree of access control, but LOS C occurs on Saturday. While the City of Rocklin does not have a two-lane arterial LOS standard, the Saturday volume would be indicative of LOS C–D if one-half of the threshold identified for a four-lane restricted access alternative was assumed (i.e., LOS C = 14,400 ADT).

The City of Roseville also identifies acceptable levels of service based on daily traffic volumes. The City assumes 9,000 vehicles per lane per day capacity on major arterials as a basis for roadway level of service and assumes a v/c of 0.81 for the LOS C threshold. For the four-lane section north of Olympus Drive, the resulting threshold is 29,160 ADT (9,000 x 4 x 0.81) for the LOS C threshold. For the six-lane section north of Douglas Boulevard, the threshold would be 43,740 ADT (9,000 x 6 x 0.81). The observed traffic volumes on this segment of Sierra College Boulevard are far below the threshold and would be indicative of LOS A.

Public Transit Facilities

Placer County Transit provides bus service in the Rocklin area. However, the nearest local service stops are on Rocklin Road and on Sierra College Boulevard north of Rocklin Road. Dial-a-Ride service is available to residents in the area of the Project site. Roseville Transit provides fixed-route service in the area south of the Project site, but the closest route only runs on Sierra College Boulevard as far north as Olympus Parkway.

9.2 REGULATORY FRAMEWORK

9.2.1 Federal

There are no federal regulations or laws pertaining to traffic and circulation that are applicable to the proposed Project.

9.2.2 State

There are no state regulations or laws pertaining to traffic and circulation that are applicable to the proposed Project.

9.2.3 Local

Applicable Level of Service Standards

City of Rocklin

The level of service policies in the City of Rocklin General Plan are assumed to govern the significance of traffic impacts to intersections on Sierra College Boulevard in this area of Placer County within the Rocklin city limits. According to the Rocklin General Plan, the minimum LOS standard at signalized intersections is LOS C, except for locations within one-half mile of access to an interstate freeway, where LOS D is accepted. Review of the study area indicates that all of the study intersections are more than one-half mile from I-80. At unsignalized intersections, LOS C is also the minimum, except at locations which already exceed LOS C. At unsignalized

intersections, the "overall" level of service determined for all motorists passing through the intersection is the applicable standard of significance.

While not a General Plan policy, the City of Rocklin employs a second measure of significance for locations where projected background traffic conditions exceed adopted level of service minimums. The City utilizes an increase in volume/capacity (i.e., v/c) ratio of 0.05 as the threshold of significance for intersections or roadways that are already operating at an unsatisfactory level of service. An increase of 0.05 in the v/c ratio would be considered a measurable worsening of the operations and therefore would constitute a significant impact.

City of Roseville

City of Roseville standards govern minimum level of service at intersections within the Roseville city limits. The City of Roseville has a general minimum standard of LOS C, but has accepted LOS D conditions at designated intersections. The City's minimum level of service is LOS C at the Secret Ravine Parkway and Olympus Drive intersections on Sierra College Boulevard and LOS D at the Douglas Boulevard/Sierra College Boulevard intersection.

Town of Loomis

The Town of Loomis strives to maintain LOS C at intersections under its jurisdiction, with the exception of the Taylor Road/King Road intersection near Del Oro High School where LOS D is accepted in the morning peak hour.

Placer County General Plan

The Placer County General Plan Policy Document was adopted by the Placer County Board of Supervisors in 1994. **Table 9-5** lists the General Plan policies that relate to traffic and circulation and the proposed Project and provides an analysis of the Project's consistency with these goals and policies. While this Draft EIR analyzes the Project's consistency with the Placer County General Plan pursuant to State CEQA Guidelines Section 15125(d), the determination of the Project's consistency with this General Plan rests with the Placer County Board of Supervisors. Environmental impacts associated with any inconsistency with General Plan policies are addressed under the impact discussions of this EIR.

TABLE 9-5 GENERAL PLAN CONSISTENCY ANALYSIS – TRAFFIC AND CIRCULATION

| General Plan Policies | Consistency Determination | Analysis |
|--|------------------------------|---|
| Transportation and Circulation Element | | |
| Policy 3.A.2: Streets and roads shall be dedicated, widened, and constructed according to the roadway design and access standards generally defined in Section I of this Policy Document and, more specifically, in community plans and the County's Highway Deficiencies Report. Exceptions to these standards may be necessary but should be kept to a minimum and shall be permitted only upon determination by the Public Works Director that safe and adequate public access and circulation are preserved by such exceptions. | Consistent | Any roadway improvements required as part of the proposed Project would be designed and constructed in conformance to all applicable standards and would be reviewed and approved by the County prior to implementation. In addition, because Sierra College Boulevard is located in Rocklin, the City of Rocklin would have to approve any roadway improvements at the location of the Project site. |

| General Plan Policies | Consistency Determination | Analysis |
|---|------------------------------|---|
| Policy 3.A.3: The County shall require that roadway rights-of way be wide enough to accommodate the travel lanes needed to carry long-range forecasted traffic volumes (beyond 2010), as well as any planned bikeways and required drainage, utilities, landscaping, and suitable separations. Minimum right-of-way criteria for each class of roadway in the County are specified in Part I of this Policy Document (see page 29). | Consistent | The proposed Project includes dedication of adequate right-of-way for the widening of Sierra College Boulevard including bike lane reconfiguration and improvements to the Sierra College Boulevard/Nightwatch Drive intersection including signalization consistent with Part I of the General Plan Policy Document. In addition, because Sierra College Boulevard is located in Rocklin, the City of Rocklin would have to approve any roadway improvements at this intersection. |
| Policy 3.A.4: On arterial roadways and thoroughfares, intersection spacing should be maximized. Driveway encroachments along collector and arterial roadways shall be minimized. Access control restrictions for each class of roadway in the County are specified in Part I of this Policy Document (see page 29). | Consistent | According to the Circulation Plan Diagram contained in the General Plan, the portion of Sierra College Boulevard located along the Project site is not an arterial roadway. Regardless, the County will review all plans for improvements to this roadway including the site access to ensure that all applicable design standards are met. In addition, because Sierra College Boulevard is located in Rocklin, the City of Rocklin would have to approve any roadway improvements at this intersection. |
| Policy 3.A.6: The County shall require all new development to provide off-street parking, either on-site or in consolidated lots or structures. | Consistent | The proposed Project will provide all required parking on the Project site. |
| Policy 3.A.7: The County shall develop and manage its roadway system to maintain the following minimum levels of service (LOS). LOS "C" on rural roadways, except within one-half mile of state highways where the standard shall be LOS "D". LOS "C" on urban/suburban roadways except within one-half mile of state highways where the standard shall be LOS "D". LOS "D". The County may allow exceptions to these level of service standards where it finds that the improvements or other measures required to achieve the LOS standards are unacceptable based on established criteria. In allowing any exception to the standards, the County shall consider the following factors: The number of hours per day that the intersection or roadway segment would operate at conditions worse than the standard. The ability of the required improvement to significantly reduce peak hour delay and improve traffic operations. The right-of-way needs and the physical impacts on surrounding properties. Environmental impacts including air quality and noise impacts | Consistent | The proposed Project would result in unacceptable levels of service at multiple study area intersections under both short- and long-term conditions. However, mitigation contained within this section would require the appropriate roadway improvements to improve traffic conditions and achieve acceptable levels of service. See Impacts 9.1, 9.2, 9.3, 9.4, 9.5, 9.6, 9.7, and 9.8 below. |

| General Plan Policies | Consistency Determination | Analysis |
|---|------------------------------|---|
| Construction and right-of-way acquisition costs. The impacts on general safety. The impacts of the required construction phasing and traffic maintenance. The impacts on quality of life as perceived by residents. Consideration of other environmental, social, or economic factors on which the County may base findings to allow an exceedance of the standards. Exceptions to the standards will only be allowed after all feasible measures and options are explored, including alternative forms of transportation. | | |
| Policy 3.A.12: The County shall require an analysis of the effects of traffic from all land development projects. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project. Such improvements may include a fair share of improvements that provide benefits to others. | Consistent | The effects of traffic from the proposed development Project were analyzed in a traffic study prepared by KD Anderson & Associates in 2010 (see Appendix 9.0-1), which is summarized throughout this section. Mitigation contained in this section would require all improvements necessary to mitigate the Project's effects. |
| Policy 3.A14: The County shall assess fees on new development sufficient to cover the fair share portion of that development's impacts on the local and regional transportation system. Exceptions may be made when new development generates significant public benefits (e.g., low income housing, needed health facilities) and when alternative sources of funding can be identified to offset foregone revenues. | Consistent | The Project proponent will pay all fees assessed by the County to fund the proposed Project's fair share of impacts on the local and regional transportation system. |
| Policy 3.C.4: During the development review process, the County shall require that proposed projects meet adopted Trip Reduction Ordinance (TRO) requirements. | Consistent | Once in operation, the Project will implement the applicable requirements of the County's TRO once in operation. |
| Policy 3.D.5: The County shall continue to require developers to finance and install pedestrian walkways, equestrian trails, and multi-purpose paths in new development, as appropriate. | Consistent | The proposed Project includes the reconfiguration of bike lanes along Sierra College Boulevard and the construction of pedestrian paths and gathering areas onsite. |

Placer County Code

Section 10.20.060: Requires projects to comply with Placer County's Trip Reduction Program Level 1 requirements. These requirements include posting of transit schedules and bicycle routes to the project site in order to encourage employees and visitors to the site to use alternative modes of transportation, thereby reducing vehicle trips.

Section 17.54.050: Requires projects to provide a bicycle rack for every 20 on-site parking stalls.

Section 17.54.060: Requires houses of worship to provide at a minimum one parking space per four fixed seats and one parking space per office or classroom.

Section 17.54.050: Requires 2 percent of all off-site parking to meet the standards for disabled accessible parking.

Granite Bay Community Plan

Table 9-6 lists the Community Plan goals and policies that relate to traffic and circulation and the proposed Project and provides an analysis of the Project's consistency with these goals and policies. While this Draft EIR analyzes the Project's consistency with the Granite Bay Community Plan pursuant to State CEQA Guidelines Section 15125(d), the determination of the Project's consistency with this Community Plan rests with the Placer County Board of Supervisors. Environmental impacts associated with any inconsistency with General Plan policies are addressed under the impact discussions of this EIR.

| Community Plan Policies | Consistency Determination | Analysis |
|---|------------------------------|--|
| Circulation Element | | |
| Policy 1.2: The rights-of-way for roadways shall be wide enough to accommodate appropriate road paving, trails, paths and bikeways, drainage, public utility services, and substantial trees and shrubs. | Consistent | The proposed Project includes dedication of adequate right-of-way for the widening of Sierra College Boulevard including bike lane reconfiguration and improvements to the Sierra College Boulevard/Nightwatch Drive intersection including signalization. |
| Policy 1.3: The level of service (LOS) on major roadways (i.e., arterial and collector routes) and intersections shall be at Level "C" or better during the A.M. and/or P.M. peak hour. The exceptions to this are intersections along Auburn-Folsom from Douglas Boulevard southerly, and along Douglas Boulevard from Auburn-Folsom Road westerly, where the level of service shall be LOS "E" or better during the A.M. and/or P.M. peak hour. | Consistent | The proposed Project would result in unacceptable levels of service at multiple study area intersections under both short- and long-term conditions. However, mitigation contained within this section would require the appropriate roadway improvements to improve traffic conditions and achieve acceptable levels of service in the unincorporated area. See Impacts 9.1, 9.2, 9.3, 9.4, 9.5, 9.6, 9.7, and 9.8 below. |

TABLE 9-6 COMMUNITY PLAN CONSISTENCY ANALYSIS – TRAFFIC AND CIRCULATION

| Community Plan Policies | Consistency Determination | Analysis |
|--|------------------------------|---|
| Policy 1.5: Land development projects shall be approved only if LOS C (or the exception cited earlier) can be achieved on roads and intersections after: a) traffic from approved projects has been added to the system, and b) improvements funded by the capital improvement program (CIP) have been constructed. (This will result in temporary slippage of the LOS below the adopted standards until adequate funding has been collected for the construction of CIP improvements.) | Consistent | With implementation of the mitigation measures contained in this section as well as all planned roadway improvements, the Project would not result in unacceptable levels of service at any study area intersections. |
| Policy 1.13: Meandering paths, separated from the roadway, shall be used in lieu of sidewalks in all developments with a parcel size of 0.90 acres or more and shall be encouraged in developments with parcel sizes of 0.4 acres or more. | Consistent | The proposed Project would include frontage improvements along Sierra College Boulevard. Such improvements would be designed and constructed in accordance with all applicable standards and in consultation with Placer County. As Sierra College Boulevard is located in Rocklin, the City of Rocklin would have to be consulted on roadway design and construction for improvements to Sierra College Boulevard. |
| Policy 1.21: Roads with two or more lanes in each direction shall have a raised landscaped median unless findings are made for not having the median on any given roadway. | Consistent | Sierra College Boulevard will be widened and improved as part of the proposed Project. These improvements would be designed and constructed in accordance with all applicable standards and in consultation with the County. As Sierra College Boulevard is located in Rocklin, the City of Rocklin would have to be consulted on roadway design and construction for improvements to Sierra College Boulevard. |
| Policy 3.2: Bus stop turnouts shall be required at appropriate locations as conditions of approval of development. | Consistent | Mitigation measure 16-2b requires the Project proponent to consult with Placer County Transit for the development of a bus stop and/or turnout. |
| Policy 3.7: During the development review process, the County shall require that land development projects meet adopted trip reduction ordinance requirements. | Consistent | The Project will implement the applicable requirements of the County's TRO once in operation. |
| Policy 4.4: On-site and "frontage" improvements of land development projects shall be required as conditions of approval for all land development projects. | Consistent | The proposed Project includes frontage improvements along Sierra College Boulevard including curb, gutter, and landscaping. |
| Policy 4.5: Traffic mitigation fees to fund the CIP described in this Plan shall be required as a condition of approval for all land development projects within the Plan area. | Consistent | The Project proponent will pay any traffic mitigation fees levied by the County for the proposed Project. |

9.3 IMPACTS

9.3.1 Standards of Significance

Based on **Appendix G** of the CEQA Guidelines and the level of service standards described in subsection 9.2.3 above, the proposed Project would result in a significant impact related to traffic and circulation if it would:

- 1) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- 2) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
- 3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- 4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- 5) Result in inadequate emergency access.
- 6) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

In addition to the above standards of significance, the City of Rocklin utilizes a 5 percent increase in the v/c ratio for intersections or roadways that are already operating at an unsatisfactory level of service as a threshold. An increase of 0.05 in the v/c ratio would be considered a measureable worsening of the operations and therefore would constitute a significant impact.

In regard to criteria 3 above, the Project site is not located within the vicinity of any airports and would have no effect on air traffic patterns. As such, this issue will not be addressed further in this section.

Methodology

This traffic analysis uses intersection level of service as a measurement of Project area roadway operation. Intersection level of service analysis is considered the most appropriate measurement of project impacts given the unique traffic generation characteristics of worship facilities (i.e., peak traffic conditions during Saturdays).

Proposed Project Characteristics

The proposed Project is a house of worship that would hold its services primarily on Saturdays and would have limited weekday activities. Ultimately, the house of worship could seat 2,000 persons for services, with seating for 1,300 anticipated with Phase I and 2,000 persons seated with Phases I and II.

The site has two points of access. Primary access is proposed via the southerly extension of Nightwatch Drive from the intersection of Sierra College Boulevard and Nightwatch Drive. Secondary access is proposed via a right turn only access on Sierra College Boulevard roughly midway along the Project's frontage. Development of the secondary access is planned with Phase I of the Project.

Trip Generation

The amount of new traffic associated with development projects is typically forecast using information developed from recognized national sources. The Institute of Transportation Engineers (ITE) publication *Trip Generation*, 7^{th} *Edition* is a source recognized by Placer County and has been used in this analysis to forecast the proposed Project's trip generation (**Table 9-7**).

| | | Trip Generation | | | | | | | |
|------------------|------------------------|-----------------|---------|--------------|-------|------------------------|----------|-------|--|
| Land Use | Unit/Quantity | Saturday | Satu | rday Peak Ho | ur | Weekday P.M. Peak Hour | | | |
| | | Daily | Inbound | Outbound | Total | Inbound | Outbound | Total | |
| House of | Seats | 1.85 | 43% | 57% | 0.60 | - | - | - | |
| worship (ITE) | ksf | _ | - | - | - | 52% | 48% | 0.66 | |
| Phase I | 1,300 seats | 2,405 | 335 | 445 | 780 | - | - | _ | |
| | 108.0 ksf ¹ | _ | _ | - | - | 37 | 34 | 71 | |
| Phases I & II | 2,000 seats | 3,700 | 516 | 684 | 1,200 | _ | - | _ | |
| | 198.0 ksf | _ | _ | _ | _ | 68 | 63 | 131 | |

TABLE 9-7 TRIP GENERATION RATES/FORECASTS

Weekday p.m. trip generation rates based on ksf as no "per seat" rate is available.

ITE Sunday "daily rate" employed

Source: KD Anderson & Associates, Inc., 2010.

Notes:

1 - The Phase I multi-use building square footage changed to 106,800 sf after preparation of the traffic study. As the square footage has been reduced slightly, this change does not alter the trip generation estimates provided here.

It should be noted that the proposed resource center building included in Phase I would support the ministry by housing and distributing materials such as CDs, tapes, periodicals, etc., and would not generate any peak hour trips beyond those shown in **Table 9-7** above. Any truck traffic related to the resource center distribution activities would occur Monday through Thursday only, outside of the peak hours analyzed.

As shown in **Table 9-7**, the initial 1,300 seats proposed for Phase I could generate 780 trips during the Saturday peak hour. Phase I of the Project is only expected to generate 71 trips during the weekday p.m. peak hour. At full occupancy at the end of Phase II, the Project could generate 1,200 Saturday peak hour trips.

Weekday activities at the site will include typical ancillary activities that accompany house of worship operations. At full buildout, up to 80 persons are expected to work at the site as part of the outreach ministries. These persons would work a normal 8 to 5 schedule. Additional staff will be involved with operating the facilities (total Project employment is estimated at 97 persons). The current Seventh-Day Adventist (SDA) church in Sacramento also offers regular weekday

activities, including prayer meetings and small study groups. These events are typically scheduled in the evenings after the peak commute hour or during midday.

As noted, the most appreciable traffic volumes associated with the Project would occur on Saturdays before and after worship services. The amount of weekday Project traffic is very low in comparison to Saturday forecasts. Weekday traffic is low enough to suggest that an analysis of weekday conditions would not identify additional impacts or require additional mitigation measures. Per the standard Placer County practice for analyzing houses of worship, the impact analysis is limited to peak conditions on the day when services will be held, which in this case is Saturday.

Trip Distribution

Having determined the number of trips that are expected to be generated by the Project, it is necessary to identify the directional distribution of Project-generated traffic. For houses of worship, the location of attendee residences is the primary indicator of the regional trip distribution.

As noted earlier, according to the Project applicant a portion of the congregation now attending Sacramento Central Church near CSU-Sacramento is expected to attend services at the Project site, as are the persons now attending Saturday services at the Shepherd of the Sierra house of worship at Barton Road/Rocklin Road. Based on review of the residences of the existing church membership, it appears that approximately 50 families already attending Sacramento Central Church live in Placer County. Another 30 families are estimated to reside in the Folsom-Citrus Heights-Orangevale area who would likely attend the proposed house of worship. A portion of the membership residing in Sacramento County along the Interstate 80 corridor might also attend services at the proposed house of worship. All together, it is assumed that persons currently attending Sacramento Central Church would represent 10 percent of the total membership at the end of Phase II.

Similarly 200 to 300 persons are reported to attend Saturday services at Shepherd of the Sierra. This would represent roughly 10 percent of the attendance under Phase II of Amazing Facts.

Because most of the Amazing Facts membership will be new, the distribution of traffic has been assumed to be in rough proportion to the regional population distribution of the western Placer County, north Sacramento County, and western El Dorado County area within 10 miles of the Project site. **Table 9-8** outlines the regional assumptions made for this study.

| Direction | Origin/Destination | Route | Percentage of Total |
|-----------|---|---|------------------------|
| | Lincoln, Penryn, Yuba County | Sierra College Boulevard North beyond Loomis | 5% |
| North | East Rocklin | Nightwatch Drive, Southside Ranch Road, El Don Drive | 3% |
| | Auburn, Loomis | Interstate 80 east | 3% |
| | Loomis, North Granite Bay | Rocklin Road east | 2% |
| East | Granite Bay, Folsom, West El Dorado County | Rocklin Road east | 5% |
| | Granite Bay | Douglas Boulevard east | 5% |

TABLE 9-8REGIONAL TRIP DISTRIBUTION ASSUMPTIONS

| Direction | Origin/Destination | Route | Percentage of Total |
|-----------|--|--|------------------------|
| | Orangevale, Citrus Heights, Rancho Cordova, Granite Bay | Sierra College Boulevard south of Douglas Boulevard | 15% |
| South | East Roseville | Scarborough Drive west | 2.5% |
| | | Secret Ravine Parkway west | 10% |
| | Rocklin | Rocklin Road west of I-80 | 2% |
| | Western Rocklin, Western Roseville, Western Lincoln | SR 65 to Interstate 80 to Rocklin Road | 15% |
| West | North Sacramento County | Interstate 80 to Rocklin Road | 15% |
| | | Interstate 80 to Douglas Boulevard to Sierra College Boulevard | 15% |
| | | Interstate 80 to Douglas Boulevard to Olympus Drive to Sierra College Boulevard | 2.5% |
| Total | | | 100% |

Source: KD Anderson & Associates, Inc., 2010

Project Trip Assignment

The assignment of Project traffic to the local area street system will reflect the alternative routes available between the site and member residences. The principal choice to be made involves use of the right turn only driveway on Sierra College Boulevard. This driveway will be an attractive route for persons using the eastern portion of the parking lot developed under Phase II, but may also be used under Phase I.

Using the regional trip distribution assumptions noted previously, Project trips were assigned to the local street system assuming access as planned. **Figure 9-3** presents resulting "Project Only" traffic under Phase I with one access via the Nightwatch Drive intersection. **Figure 9-4** shows "Project Only" traffic under Phase I with two accesses via Nightwatch Drive. **Figure 9-5** depicts the Project only (Phases I and II) conditions with both access points available.

Assumed Improvements

As shown on the site plan (**Figure 3-3**), the Project applicant expects to widen Sierra College Boulevard along the Project frontage. Thus, two eastbound lanes will be provided on Sierra College Boulevard through the Nightwatch Drive intersection. While Project frontage improvements on Sierra College Boulevard provide the space for a third through lane, this lane and the second eastbound lane would have to be "dropped" before reaching the existing single eastbound lane beyond the Project site. However, because the distance required for the lane drop exceeds the frontage length, this analysis first addresses conditions without a second through lane in order to evaluate the need for the additional non-frontage improvements required to accommodate two eastbound lanes.

Improvements to the Sierra College Boulevard/Nightwatch Drive intersection have been assumed under these initial analysis conditions. Improvements will be made to Sierra College Boulevard west of the intersection to create a right turn lane into the site at Nightwatch Drive. The median on Sierra College Boulevard has been assumed to be reconstructed to create a single left turn lane into the Project site. A two lane northbound Nightwatch Drive approach has been assumed, with these two lanes configured as a dedicated left turn lane and a combined left+through+right turn lane. The existing southbound right turn lane on Nightwatch Drive has been assumed to be restriped to permit through traffic. The Project's frontage widening has been assumed to be striped to accommodate a separate right turn lane into the site at the new access on Sierra College Boulevard.

Existing Plus Project Traffic Conditions and Levels of Service

Figures 9-6 through **9-8** superimpose Project trips onto the current background traffic volumes to create three "Existing plus Project" conditions. **Table 9-9** compares the existing and "plus Project" levels of service at study intersections.

TABLE 9-9 EXISTING PLUS PROJECT SATURDAY PEAK HOUR INTERSECTION LEVELS OF SERVICE

| | Control | Existing | | Existing Plus Project | | | | | | |
|---|------------------------|----------|-----------------------|---|-----------------------|----------|-----------------------|----------|------------------------|--|
| Sierra College Boulevard Intersection | | LOS | V/C | Phase I Phases I & (1,300 seats) (2,000 seats | | | | | | |
| | | | | 1 A | ccess | 2 A | ccess | 2 Access | | |
| | | | | LOS | V/C | LOS | V/C | LOS | V/C | |
| Rocklin Road | Signal | А | 0.54 | С | 0.76 | С | 0.76 | D | 0.88 | |
| | Mitigated ¹ | А | 0.41 | А | 0.48 | А | 0.48 | А | 0.54 | |
| El Don Drive | Signal | А | 0.42 | А | 0.58 | А | 0.58 | В | 0.66 | |
| Southside Ranch Road | Signal | А | 0.40 | А | 0.56 | А | 0.56 | В | 0.64 | |
| Ridge Park Drive (Overall) WB left+right | WB Stop | (A) B | (0.2 sec) 13.8 sec | (A) C | (0.2 sec) 18.2 sec | (A) C | (0.2 sec) 18.2 sec | (A) C | (0.2 sec) 21.5 sec | |
| Amazing Facts Access (overall) NB right turn | NB Stop | - | - | _ | _ | (A) C | (3.4 sec) 22.0 sec | (B) F | (11.4 sec) 53.6 sec | |
| | Mitigated ² | | | | | | | (A) C | (3.6 sec) 17.0 sec | |
| Nightwatch Drive | Signal | А | 0.38 | С | 0.70 | В | 0.65 | D | 0.81 | |
| | Mitigated ² | | | | | | | В | 0.61 | |
| Scarborough Drive | Signal | А | 0.21 | А | 0.27 | А | 0.27 | А | 0.31 | |
| Secret Ravine Parkway | Signal | В | 12.5 sec | В | 12.2 sec | В | 12.2 sec | В | 12.1 sec | |
| Olympus Drive | Signal | В | 12.6 sec | В | 12.2 sec | В | 12.2 sec | В | 12.0 sec | |
| Douglas Boulevard | Signal | D | 41.6 sec | D | 48.2 sec | D | 48.2 sec | D | 53.5 sec | |

Notes:

1 – Install second northbound left turn lane (fair share)

 $2-Add\ second\ northbound\ through\ lane\ on\ Sierra\ College\ Boulevard$

Bold indicates conditions in excess of standard. Shaded values are significant impacts

Source: KD Anderson & Associates, 2010

Phase I Traffic Conditions. As shown in **Table 9-9**, the addition of Project traffic associated with Phase I of the proposed Project will have a negligible effect on levels of service occurring during the Saturday peak hour at study intersections. Development of Phase I results in levels of service within adopted minimum standards at all of the study intersections in Roseville and Rocklin, and implementing Phase I does not warrant any improvements.

Locally, the Sierra College Boulevard/Nightwatch Drive intersection is forecast to operate at LOS C under Phase I conditions without the proposed second access onto Sierra College Boulevard and at LOS B with the second access. This assumes that only one northbound lane is provided on Sierra College Boulevard through the intersection, construction of a separate northbound right turn lane on Sierra College Boulevard, and a two-lane exit on the new Nightwatch Drive extension. The level of service would be LOS A if the second northbound lane on Sierra College Boulevard is provided.

Phase II Traffic Conditions. The development of the full Project under "Existing Plus Phase II" conditions results in three instances where the minimum LOS C standard will not be met in Rocklin (**Table 9-9**). Minimum level of service standards will continue to be satisfied at the study intersections in Roseville.

Exiting traffic at the Project's Sierra College Boulevard access is projected to operate at LOS F under Phase II if there is only one northbound (eastbound) lane available on Sierra College Boulevard. Because the overall intersection level of service will be LOS B under Phase II, this condition is not significant under City of Rocklin standards. While not required as a mitigation measure under standard policy, adding the second northbound through lane on Sierra College Boulevard along the Project frontage will allow the exit's northbound right turn to operate at LOS C under Phase II. This improvement is recommended, is part of the proposed Project, and is memorialized by mitigation measure **9-2**.

Peak Traffic Periods

The preceding analysis describes traffic conditions occurring over the peak traffic hour based on the methodologies employed by each municipality (i.e., City of Roseville and City of Rocklin). Each agency evaluates impacts based on the condition over the peak hour and strives to maintain their minimum level of service standard on that basis. It is important to note that uses such as houses of worship can generate traffic within a relatively short time period before and after services. Because house of worship traffic is concentrated into short time periods, the delays occurring at that time can be longer than average, congestion can occur at access locations, and minimum level of service standards are likely to be exceeded for short periods of time. While short-term congestion is likely, this condition is not significant under the guidelines employed by each agency.



Project Only, Phase I - One Access Only Saturday Traffic Volumes and Lane Configurations

 \mathbf{PMC}°



Project Only, Phase I – Two Accesses Only, Saturday Traffic Volumes and Lane Configurations

 \mathbf{PMC}°



Project Only, Phases I & II – Saturday Traffic Volumes and Lane Configurations

 $\mathbf{PMC}^{\mathbb{R}}$



Existing Plus Project Phase I, One Access Only, Saturday Traffic Volumes and Lane Configurations





Existing Plus Project Phase I, Two Accesses Saturday Traffic Volumes and Lane Configurations



Existing Plus Project Phases I & II, Saturday Traffic Volumes and Lane Configurations

 \mathbf{PMC}°

9.3.2 Project Impacts

9.3.2.1 Existing Plus Project Impacts

IMPACT 9.1 Impacts to Intersection of Sierra College Boulevard/Rocklin Road

As shown in **Table 9-9**, the addition of Project traffic at the intersection of Sierra College Boulevard and Rocklin Road would result in LOS D if the current geometric configuration remains. In order to deliver LOS C, a second northbound left turn lane is needed. This improvement has been made a condition of other development projects in Rocklin but is not included in the pending four-lane Sierra College Boulevard project planned by the City of Rocklin, nor is this lane included in the SPRTA fee program

While implementation of the proposed Project would result in an unacceptable level of service at the intersection of Sierra College Boulevard and Rocklin Road, the Project would also result in the addition of a second northbound through lane on Sierra College Boulevard. However, even with the addition of this lane, the Project would still cause an unacceptable level of service at the Sierra College Boulevard/Rocklin Road intersection, resulting in a **potentially significant** impact.

Mitigation Measure 9-1 Sierra College Boulevard/Rocklin Road Intersection Mitigation

Prior to the approval of Improvement Plans, the Project applicant shall make a good faith effort to pay to the City of Rocklin the applicable fair share fee toward the cost of the construction of the following improvements at the intersection at Sierra College Boulevard and Rocklin Road.

• Add a second northbound left turn lane

SIGNIFICANCE AFTER MITIGATION

Due to timing of other intersection improvements, the City of Rocklin would prefer that the applicant for the proposed Project pay a fair share fee rather than construct a second northbound left turn lane at this time. This improvement is, however, not included in an adopted City or regional improvement program. Therefore, payment of a fair share fee does not guarantee that this improvement will be constructed in the future. For this reason, the impact to the Sierra College Boulevard/Rocklin Road intersection will remain **significant and unavoidable**.

IMPACT 9.2 Impacts to the Intersection of Sierra College Boulevard/Nightwatch Drive

As shown in **Table 9-9**, the Sierra College Boulevard/Nightwatch Drive intersection is projected to operate at LOS D with occupancy of Phase II if there is only one northbound through lane on Sierra College Boulevard. A second northbound through lane on Sierra College Boulevard through the intersection of Nightwatch Drive is identified as part of the proposed Project's planned widening of Sierra College Boulevard north of the Project frontage and has been designed to address safety concerns associated with its operation (**Figure 3-9**). Without this improvement, the level of service at the intersection of Sierra College Boulevard and Nightwatch Drive would not operate at or below LOS C during Phase II. This is considered a **potentially significant** impact.

Mitigation Measure 9-2 Sierra College Boulevard/Nightwatch Drive Intersection Mitigation

Prior to the issuance of any building permits for Phase II, construct the following improvements at the intersection at Sierra College Boulevard and Nightwatch Drive.

• Add a second northbound through lane

SIGNIFICANCE AFTER MITIGATION

Construction of a second northbound through lane at the intersection of Sierra College Boulevard and Nightwatch Drive would allow this intersection to operate at LOS B (v/c = 0.61) (**Table 9-9**). **Figure 3-9** illustrates the proposed preliminary lane configuration for Sierra College Boulevard. The additional northbound through lane, and associated widening of Sierra College Boulevard at the Nightwatch Drive intersection described in mitigation measure **9-2**, would mitigate the effects of the proposed Project at the intersection of Sierra College Boulevard and Nightwatch Drive. However, this improvement falls under the jurisdiction of the City of Rocklin, and therefore Placer County cannot guarantee the improvement will be constructed in the future. For this reason, the impact to the Sierra College Boulevard/Nightwatch Drive intersection will remain **significant and unavoidable**.

9.3.2.2 Existing Plus Approved Projects Conditions

The impacts of developing the Amazing Facts Project have also been considered within the context of future traffic conditions in this area of Placer County. Three scenarios were considered at various intersections based on the guidelines followed by each agency. The "Existing Plus Approved Projects" (EPAP) scenario assumes completion of approved and pending projects identified by the City of Rocklin. This scenario was employed to investigate impacts to intersections in the Rocklin city limits but was not requested by the City of Roseville. Evaluation of conditions occurring in Roseville in the Year 2020 and long-term cumulative conditions in Rocklin are presented under Cumulative Impacts (Section 18.0).

Background Information

Approved Projects

The City of Rocklin maintains a list of approved projects and notes their development status. This information was used to create the short-term future traffic conditions presented in the Draft Rocklin Crossing Traffic Study,¹ the most recent traffic study completed in this area at the time the Amazing Facts analysis was begun. Because that study includes a Saturday analysis scenario, it was possible to identify the traffic growth increment identified in that report under "Short Term Plus Rocklin Crossing" condition and apply it for this analysis. **Table 9-10** identifies the projects assumed to be complete and in operation under this scenario, along with the Saturday peak hour trip generation forecasts made for each project.

¹ Traffic Impact Analysis for Rocklin Crossing prepared by LSA Associates, Inc., September 2006

TABLE 9-10APPROVED PROJECTS

| Project | Description | Size | Saturday Peak Hour Trips | |
|---------------------------------|--------------------------|------------|-----------------------------|--|
| Granite Lake Estates | Single-Family Residences | 119 du's | 112 | |
| Croftwood Unit 1 | Single-Family Residences | 156 du's | 147 | |
| Rocklin Sierra Plaza | Shopping Center | 31.60 ksf | 157 | |
| Bender Insurance Building | Office Building | 14.74 ksf | 6 | |
| Bramblewood Estates | Single-Family Residences | 2 du's | 2 | |
| Sunrise Assisted Living | Senior Care | 48 ksf | 26 | |
| Rocklin Executive Office Park | Office Park | 21 ksf | 9 | |
| Rocklin 60 Residential | Single-Family Residences | 177 du's | 166 | |
| Villages | Single-Family Residences | 65 du's | 61 | |
| Granite Business Center | Office Building | 16.60 ksf | 7 | |
| Rocklin Mobile Home Addition | Mobile Home Park | 21 gu's | 11 | |
| Holy Cross Lutheran Church | Church | 40.63 ksf | 144 | |
| Winding Lane Estates | Single-Family Residences | 26 du's | 24 | |
| Samoylovich Estates | Single-Family Residences | 4 du's | 4 | |
| Granite Drive Office | Office | 22 ksf | 9 | |
| Rocklin 94 | Residential Condominiums | 94 du's | 44 | |
| Colish Subdivision | Single-Family Residences | 8 du's | 8 | |
| Community Covenant Church | Church | 11.78 ksf | 42 | |
| Rocklin Retail Center | Shopping Center | 19.5 ksf | 97 | |
| Pacific Center Retail Center | Shopping Center | 32.2 ksf | 160 | |
| Rocklin Crossings | Shopping Center | 543.50 ksf | 2,295 | |
| Vista Oaks – Highlands Parcel A | Single-Family Residences | 121 du's | 113 | |
| Stonoridge (Beserville) | Single-Family Residences | 449 du's | 418 | |
| Stoneruge (Rosevine) | Multi-Family Residences | 345 du's | 179 | |
| Total | | | 4,243 | |

KD Anderson & Associates, Inc., 2010

The traffic associated with additional local projects was added to the forecasts from Rocklin Crossing based on input from City of Rocklin staff. The Vista Oaks and Highlands Parcel A residential projects were assumed to be completed.

Other development outside of Rocklin may also occur that will affect short-term traffic conditions in the study area. The Stoneridge development area of Roseville abuts the Rocklin city limits and could directly add traffic to Scarborough Drive and to the balance of the study area street system. The current City of Roseville development report suggests that 449 single-family and 345 multifamily approved dwelling units remain to be completed in that area. The amount of Saturday peak hour traffic associated with this development level was identified and assigned to the area roadway network. Fifteen (15) percent of that total was assumed to use Sierra College Boulevard north through the study area.

One approved project in Loomis was considered (i.e., Homewood Lumber) but as this project generates relatively little Saturday traffic, it was not included in this analysis,

As shown, on Saturday the peak hour forecast for all these projects totals 4,243 trips, with more than half of that total associated with the Rocklin Crossings project.

Together, the Saturday traffic increment identified in the Rocklin Crossing traffic study and the trips distributed from other identified projects were superimposed onto current volumes to create the background "Existing Plus Approved Projects (EPAP)" condition shown in **Figure 9-9**. As noted earlier, this scenario was limited to intersections in the Rocklin city limits.

Background Improvements

Various circulation system improvements may be expected to be completed under the short-term horizon. In the near term, Sierra College Boulevard is to be widened by the City of Rocklin to provide two through lanes in each direction from the El Don Drive intersection north to Interstate 80. This work will create two complete northbound through lanes at the Sierra College Boulevard/El Don Drive intersection. However, at the Rocklin Road/Sierra College Boulevard intersection, no additional turn lanes will be developed as part of this Project. Under the base condition, no improvements have been assumed at the Sierra College Boulevard/Rocklin Road intersection.

Existing Plus Approved Projects Plus Amazing Facts Traffic Conditions

Traffic volumes under "EPAP plus Project" conditions are shown in **Figures 9-10** through **9-12**. Levels of service at study intersections with and without the proposed Project are shown in **Table 9-11**. As under the "Existing Plus Project" evaluation, EPAP conditions are evaluated for both Phase I and Phase II site development levels. As noted, five locations are impacted by Project traffic.

| | | Existing Plus Approved Projects | | Existing Plus Approved Projects Plus Amazing Facts | | | | | |
|---------------------|-------------------------|---------------------------------------|------|---|------|----------|------|----------|------|
| Sierra College Blvd | Control | | | | Ph | Phase II | | | |
| Intersection with | | | | 1 Access | | 2 Access | | 2 Access | |
| | | LOS | V/C | LOS | V/C | LOS | V/C | LOS | V/C |
| Rocklin Road | Signal | D | 0.83 | Е | 0.95 | Е | 0.95 | F | 1.02 |
| | Mitigation ¹ | | | С | 0.79 | С | 0.79 | D | 0.83 |
| | Mitigation ² | | | В | 0.69 | В | 0.69 | С | 0.73 |
| El Don Drive | Signal | А | 0.35 | А | 0.43 | А | 0.43 | А | 0.47 |
| Southside Ranch Rd | Signal | А | 0.58 | С | 0.74 | С | 0.74 | D | 0.82 |
| | Mitigated ³ | | | | | | | А | 0.43 |

TABLE 9-11EXISTING PLUS APPROVED PROJECTS PLUS AMAZING FACTSSATURDAY PEAK HOUR INTERSECTION LEVELS OF SERVICE

| Ridge Park Drive (Overall) WB left+right turn | WB Stop | (A) C | (0.1 sec) 18.2 sec | (A) C | (0.1 sec) 24.7 sec | (A) C | (0.1 sec) 24.7 sec | (A) D | (0.1 sec) 29.6 sec |
|--|------------------------|----------|-----------------------|----------|-----------------------|----------|-----------------------------|-----------------|------------------------------|
| Amazing Facts Access (Overall) NB right turn | NB Stop | _ | _ | _ | _ | (A) E | (5.7 sec) 49.2sec | (D) F | (33.9 sec) 202.0 sec |
| | Mitigated ³ | | | | | С | 15.5 sec | (A) C | 4.0 sec) 24.0 sec |
| Nightwatch Drive | Signal | А | 0.56 | D | 0.88 | D | 0.83 | Е | 0.99 |
| | Mitigated ³ | | | В | 0.61 | А | 0.56 | С | 0.70 |
| Scarborough Drive | Signal | А | 0.31 | А | 0.37 | А | 0.39 | А | 0.43 |

Source: KD Anderson & Associates, Inc., 2010

¹ Add a second northbound left turn lane

² Add second northbound left turn lane and separate southbound right turn lane

³ Add second through lane on Sierra College Boulevard

The length of delays experienced by motorists waiting to turn from the Sierra College Boulevard/Ridge Park Drive intersection will increase as the volume of through traffic on Sierra College Boulevard increases. While LOS C conditions of waiting motorists will remain under the baseline EPAP condition and with development of Phase I of Amazing Facts, when Phase II is fully occupied, motorists waiting to turn onto Sierra College Boulevard will experience delays that are indicative of LOS D. However, the significance of this condition is predicated on overall LOS, and as the overall level of service at this location will remain at LOS A with and without the proposed Project, the impact of Amazing Facts is not significant at this location under adopted standards.

While not required as mitigation, because the Ridge Park intersection is of interest to the Town of Loomis, the extent of possible improvements to this location has been considered in consultation with City of Rocklin and Town of Loomis staff. The breadth of possible alternatives, their feasibility, and resulting levels of service are noted below:

Sierra College Boulevard Widening. Adding a second northbound lane through the intersection, as envisioned under the SPRTA program, would reduce delays at the intersection and yield LOS C. However, the availability of existing right-of-way for widening Sierra College Boulevard in this area is uncertain and new right-of-way may be needed.

Signalization. Signalization is not an option at this location due to (1) the sustained uphill grade on southbound Sierra College Boulevard and (2) the very low traffic volume occurring on Ridge Park Drive. Stopping southbound truck traffic at this location would result in an unsafe condition because loaded trucks would not be able to accelerate from a stop, and slow-moving trucks would create conflicts with other traffic. Projected traffic volumes also fall well below the requirements of peak hour California Manual on Uniform Traffic Control Devices (CMUTCD) warrants for signalization.

Access Restrictions. According to City staff, the City of Rocklin's expectation is that turning movements at unsignalized locations on Sierra College Boulevard will eventually be limited to right turns in and out only using a raised median on that roadway. Motorists intending to head south on Sierra College Boulevard from Ridge Park Drive would instead turn right and make a U-turn at the Southside Ranch Road intersection. This improvement would result in LOS C conditions for motorists exiting on Ridge Park Drive. This traffic control measure could be installed within the existing street section by the City of Rocklin.

Widen Ridge Park Drive. Providing space on Ridge Park Drive for separate left and right turns could reduce delays slightly but would not result in LOS C conditions.

Widen Sierra College Boulevard to Create a Receiving Lane on Southbound Sierra College Boulevard. The Town of Loomis has suggested that the Sierra College Boulevard/Ridge Park Drive intersection be widened to facilitate left turns. Widening the existing median area on Sierra College Boulevard to permit "two-step" left turns from Ridge Park Drive onto southbound Sierra College Boulevard would reduce the length of delays at this location. The length of the receiving lane would need to be determined based on design speed of Sierra College Boulevard and on the speed achieved in the receiving lane. A minimum length of 200 feet would be needed to reach 25 mph, while 1,000 feet is needed to reach 55 mph. Further widening to add northbound right turn acceleration and deceleration lanes was suggested by the Town of Loomis, but would not have an appreciable effect on level of service. Widening the median area would eventually result in a wider section when the overall Sierra College Boulevard widening project proceeds under SPRTA. The availability of right-of-way for additional widening is uncertain.





Existing Plus Approved Projects Saturday Traffic Volumes and Lane Configurations





Existing Plus Approved Projects, Plus Project Phase I One Access Saturday Traffic Volumes and Lane Configurations







Existing Plus Approved Projects, Plus Project Phase I, Two Accesses Saturday Traffic Volumes and Lane Configurations







Existing Plus Approved Projects, Plus Project Phases I & II Saturday Traffic Volumes and Lane Configurations



EPAP Plus Project Impacts

 Impact 9.3
 Impacts to Intersection of Sierra College Boulevard/Rocklin Road

As shown in **Table 9-11**, the Sierra College Boulevard/Rocklin Road intersection is projected to operate at LOS D under the baseline EPAP condition. This level of service exceeds the City of Rocklin's minimum LOS C standard. The addition of trips associated with Phase I of Amazing Facts would result in LOS E conditions, and the incremental change in v/c ratio of 0.12 exceeds the 0.05 threshold employed by the City. The addition of Phase II traffic would result in LOS F conditions and the v/c ratio would reach 1.02. Therefore, the impacts of the proposed Project at the intersection of Sierra College Boulevard and Rocklin Road are considered **potentially significant** for both Phase I and Phase II.

Mitigation Measure 9-3 Sierra College Boulevard/Rocklin Road Mitigation

Prior to the approval of Improvement Plans, the Project applicant shall make a good faith effort to pay to the City of Rocklin the applicable fair share fee toward the cost of the construction of the following improvements at the intersection at Sierra College Boulevard and Rocklin Road.

• Add a separate southbound right turn lane

SIGNIFICANCE AFTER MITIGATION

Implementation of mitigation measures **9-1** and **9-3** would improve LOS to an acceptable level at the intersection of Sierra College Boulevard and Rocklin Road. This improvement is, however, not included in an adopted City or regional improvement program. Therefore, payment of a fair share fee does not guarantee that this improvement will be constructed in the future. For this reason, the impact to the Sierra College Boulevard/Rocklin Road intersection will remain **significant and unavoidable**.

Impact 9.4 Impacts to Intersection of Sierra College Boulevard/Southside Ranch Drive

As shown in **Table 9-11**, the intersection of Sierra College Boulevard and Southside Ranch Road is forecast to operate at LOS A under baseline EPAP conditions. Operations would decline to LOS C with completion of Phase I of the proposed Project and LOS D with completion of Phase II. Because LOS D exceeds the City of Rocklin's minimum LOS C standard, Phase II impacts at this intersection are considered **potentially significant**.

Mitigation Measure 9-4 Sierra College Boulevard/Southside Ranch Road Mitigation

This Project will be subject to the payment of traffic impact fees that are in effect in this area (Granite Bay Benefit District), pursuant to applicable ordinances and resolutions. The Project applicant is notified that the following traffic mitigation fee(s) will be required and shall be paid to Placer County Department of Public Works prior to issuance of any building permits for the Project:

- County-Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code
- South Placer Regional Transportation Authority (SPRTA)
- Placer County/City of Roseville JPA (PC/CR)

SIGNIFICANCE AFTER MITIGATION

To deliver LOS C, it would be necessary to add a second northbound through lane on Sierra College Boulevard at this intersection (mitigation measure **9-4**). This action is generally consistent with long-term plans for improving Sierra College Boulevard and is included in the SPRTA program. However, this improvement falls under the jurisdiction of the City of Rocklin, and therefore Placer County cannot guarantee the improvement will be constructed in the future. For this reason, the impact to the Sierra College Boulevard/Southside Ranch Road intersection will remain **significant and unavoidable**.

Impact 9.5 Impacts to Intersection of Sierra College Boulevard/Nightwatch Drive

Under the baseline EPAP No Project condition with only one northbound through lane, the Sierra College Boulevard/Nightwatch Drive intersection would operate at LOS A. This location would operate at LOS D with Phase I of the proposed Project and LOS E with Phase II. As shown in **Table 9-11**, each condition would exceed the City of Rocklin's minimum LOS C threshold and would be a **significant** impact.

Mitigation Measure 9-5 Sierra College Boulevard/Nightwatch Drive Mitigation

Implement mitigation measure 9-2.

SIGNIFICANCE AFTER MITIGATION

As discussed earlier under Existing Plus Project conditions, adding a second through lane on Sierra College Boulevard, as identified in mitigation measure **9-2**, would improve the level of service at this location and mitigate impacts to the intersection of Sierra College Boulevard and Nightwatch Drive. However, this improvement falls under the jurisdiction of the City of Rocklin, and therefore Placer County cannot guarantee the improvement will be constructed in the future. For this reason, the impact to the Sierra College Boulevard/Nightwatch Drive intersection will remain **significant and unavoidable**.

Impact 9.6 Impacts to Sierra College Boulevard/Proposed Project Access Intersection

The level of service at the Sierra College Boulevard/Proposed Project Access intersection will be poor if there is only one northbound (eastbound) lane available on Sierra College Boulevard. As found in **Appendix 9.0-1**, LOS E conditions are projected with Phase I and LOS F conditions are projected with Phase II of the Project. As the overall level of service reaches LOS D with Phase II, a **significant** impact would occur at this intersection.

Mitigation Measure 9-6 Sierra College Boulevard/Proposed Project Access Mitigation

Construct frontage improvements as shown on the Approved Site Plan and Preliminary Lane Configuration (**Figure 3-9**) to provide three northbound lanes. Obtain an Encroachment Permit from the City of Rocklin for work proposed within the City's right-of-way. A copy of said permit shall be provided to the Placer County Engineering and Surveying Department prior to approval of Improvement Plans.

SIGNIFICANCE AFTER MITIGATION

The addition of a second through lane (as identified in mitigation measure 9-2 and reiterated in mitigation measure 9-6) would yield LOS C conditions for northbound traffic at the Sierra College Boulevard/Proposed Project Access intersection under both Phase I and Phase II. Overall level of service at this intersection would be LOS A with implementation of the Project. However, this improvement falls under the jurisdiction of the City of Rocklin, and therefore Placer County cannot guarantee the improvement will be constructed in the future. For this reason, the impact to the Sierra College Boulevard/Proposed Project Access intersection will remain significant and unavoidable.

Impact 9.7Provide Adequate On-Site Parking

The proposed Project includes the provision of adequate parking to meet local standards. According to Section 17.54.060 of the Placer County Code, houses of worship are required to provide at a minimum one parking space per four fixed seats and one parking space per office or classroom. Also, according to Section 17.54.050 of the County Code, 2 percent of all off-site parking provided is required to meet the standards for disabled accessible parking.

The Project currently proposes to provide 625 on-site parking spaces with Phase I of the Project and would provide an additional 275 parking spaces with Phase II. The proposed parking exceeds County standards and is anticipated to be sufficient for all uses on the site (worship services, offices, classrooms). This impact is **less than significant**. No mitigation is required.

Impact 9.8Alternative Transportation

Placer County Transit provides public transit services in the Project area; however, there are no local service stops in close proximity to the Project site. Placer County Transit would have the capacity to serve additional customers generated by the proposed Project. However, attendees are not anticipated to rely on public transit to get to the house of worship.

In keeping with County Code Section 17.54.050, the Project would be required to provide a bicycle rack for every 20 parking stalls provided on site. Phase I of the Project would provide 625 parking spaces and would therefore require about 32 bicycle racks on site. Phase II of the Project would provide an additional 275 parking stalls and would therefore require the addition of 14 bicycle racks for a total of 46 bicycle racks. The provision of 46 bicycle racks would be more than adequate to serve bicyclists visiting the Project site.

Implementation of the proposed Project would increase demand for bicycle facilities. This impact is **potentially significant**.

Mitigation Measure 9-8 Alternative Transportation Mitigation Measures

Construct the number of bicycle racks as required by the County.

SIGNIFICANCE AFTER MITIGATION

Implementation of mitigation measure **9-8** requires the Project to provide adequate bicycle racks. In addition, implementation of mitigation measure **16-2b** in Section 16.0 of this Draft EIR requires further measures to reduce overall vehicle miles traveled and encourage bicycle and pedestrian travel to the Project site. These measures would reduce impacts to alternative transportation to less than significant.

Impact 9.9 Construction Impacts

Implementation of the proposed Project would require short-term construction activities at the Project site, including approximately 59 heavy truck trips per day during Phase I for the export of an estimated 40,000 cubic yards of material from site grading and preparation, as well as at multiple points along Sierra College Boulevard where roadway improvements are proposed. These activities have the potential to temporarily affect traffic in the study area. During construction of the proposed Project and associated roadway improvements, there would be a temporary increase in construction-related traffic from equipment and construction workers traveling to and from the Project site. The increases in traffic would be temporary and would be spread out over periods of several months for each Project phase. Because intersections along Sierra College Boulevard in the study area currently operate within applicable LOS standards adopted by the cities of Rocklin and Roseville, this increase in traffic would constitute a very small increase in traffic and would not be substantial in relation to existing traffic load and capacity of Sierra College Boulevard. In addition, this increase in traffic would only be temporary and would ultimately result in improved traffic conditions in the study area. Therefore, this impact is **less than significant**. No mitigation is required.