

**SECOND ERRATUM  
TO  
WHITEHAWK I & II PROJECTS  
FINAL ENVIRONMENTAL IMPACT REPORT  
(MARCH 27, 2019)**

**INTRODUCTION**

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This second erratum to the Final Environmental Impact Report (EIR) for the Whitehawk I and II projects has been prepared to present minor changes to the text of the Draft EIR. The proposed changes are for clarification purposes; thus, pursuant to Section 15088.5(b) of the CEQA Guidelines, recirculation is not required.

Generally, this erratum includes revisions made to Chapters 14 and 17 of the Whitehawk I & II EIR to clarify that the following three study intersections are subject to Placer County's thresholds of significance, rather than the City of Roseville's thresholds: Sierra College Boulevard and Douglas Boulevard; Sierra College Boulevard and Renaissance Creek/Granite Bay Business Park; and Sierra College Boulevard and Eureka Road. As demonstrated in this Erratum, the clarifying changes would not result in new significant impacts for any of the study intersections, and the conclusions of the Draft EIR remain unchanged. Thus, the Draft EIR remains adequate, and new mitigation is not required.

**CHANGES TO THE FINAL ENVIRONMENTAL IMPACT REPORT**

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**Overview**

Table 14-4 from Chapter 14, *Transportation and Circulation*, of the Draft EIR identifies three study intersections evaluated using the City of Roseville's Level of Service (LOS) C standard:

- Sierra College Boulevard and Douglas Boulevard (Intersection #1);
- Sierra College Boulevard and Renaissance Creek/Granite Bay Business Park (Intersection #8); and
- Sierra College Boulevard and Eureka Road (Intersection #9).

The west leg of all three intersections are in the City of Roseville. Sierra College Boulevard is fully within the unincorporated County, from Eureka Road to just north of Olympus Drive, with the City Limits running along the west side of the Sierra College Boulevard right-of-way. Therefore, after further consideration, County staff has determined that all three intersections should be evaluated using Placer County's LOS standards and Impact Analysis Methodology of Assessment.

## 14 Transportation and Circulation

Table 14-4 of the Draft EIR is hereby revised to reflect the updated jurisdiction and LOS standard for the three study intersections (Study Intersections #1, 8, and 9):

<b>Table 14-4 Study Intersections</b>			
<b>Intersection</b>	<b>Jurisdiction<sup>†</sup></b>	<b>LOS Standard</b>	<b>Source</b>
1. Sierra College Blvd./Douglas Blvd.	City of <del>Roseville</del> /Placer County	<del>E</del> <sup>21</sup>	<del>Roseville 2035 General Plan LOS policy GBCP Element Policy 1.4<sup>21</sup></del>
2. Cavitt Stallman Rd. South/Douglas Blvd.	Placer County	E	GBCP Element Policy 1.3 <sup>43</sup>
3. Woodgrove Way/Quail Oaks Dr./Douglas Blvd.	Placer County	E	
4. WHI Access/Douglas Blvd. <sup>32</sup>	Placer County	E	
5. Seeno Ave./Douglas Blvd.	Placer County	E	
6. Barton Rd./Douglas Blvd.	Placer County	E	
7. Auburn Folsom Rd./Douglas Blvd.	Placer County	E	
8. Sierra College Blvd./Renaissance Creek/Granite Bay Business Park	City of <del>Roseville</del> /Placer County	C	<del>Roseville 2035 General Plan LOS policy GBCP Element Policy 1.3<sup>43</sup></del>
9. Sierra College Blvd./Eureka Rd.	City of <del>Roseville</del> /Placer County	C	<del>Roseville 2035 General Plan LOS policy GBCP Element Policy 1.3<sup>43</sup></del>
10. Grayhawk Dr./Eureka Rd.	Placer County	C	Placer County General Plan Policy 3.A.7
11. Auburn Folsom Rd./Fuller Dr.	Placer County	E	GBCP Circulation Element Policy 1.3 <sup>43</sup>
12. Auburn Folsom Rd./Eureka Rd.	Placer County	E	GBCP Circulation Element Policy 1.3 <sup>43</sup>
<p>Notes:</p> <p><sup>†</sup> <del>For intersections that are along the City of Roseville city limits, the City of Roseville's LOS standard is applied.</del></p> <p><sup>21</sup> GBCP Circulation Element Policy 1.4 establishes an LOS E goal for Sierra College Boulevard/Douglas Boulevard. <del>However, the City of Roseville LOS C standard is a stricter standard. Therefore, this analysis uses LOS C as the applicable LOS standard at the intersection.</del></p> <p><sup>32</sup> The WHI Access would be constructed with development of the WHI project.</p> <p><sup>43</sup> Per GBCP Circulation Element Policy 1.3, intersections along Auburn Folsom Road south of Douglas Boulevard and along Douglas Boulevard west of Auburn Folsom Road have an LOS E standard during the AM and PM peak hours. All other roadways and intersections in Granite Bay have an LOS C standard.</p> <p><i>Source: Fehr &amp; Peers, 2018.</i></p>			

Pages 14-8 and 14-9 of the Draft EIR are hereby revised to clarify the intersections operating unacceptably under existing conditions, as follows (Note: while not shown in track change format, the bold text type has been removed from Intersection #1 in Table 14-5, as this intersection operates acceptably using the County's LOS E threshold):

The AM peak hour is defined as the one-hour of peak traffic flow (which is the highest total volume count over four consecutive 15-minute count periods) counted between 7:00 AM and 9:00 AM on a typical weekday. The PM peak hour is defined as the one-hour of peak traffic flow counted between 4:00 PM and 6:00 PM on a typical weekday. Table 14-5 presents the existing weekday AM and PM peak hour traffic operations analysis results at the 12 study intersections. As shown, all study intersections operate at an acceptable LOS under existing conditions with the exception of the following ~~three~~two intersections:

Intersection	Traffic Control <sup>1</sup>	Peak Hour	Existing Conditions	
			Delay <sup>2</sup>	LOS <sup>3</sup>
1. Sierra College Blvd./Douglas Blvd.	Signal	AM	43.0	D
		PM	60.0	E
2. Cavitt Stallman Rd. South/Douglas Blvd.	Signal	AM	13.9	B
		PM	20.8	C
3. Woodgrove Way/Quail Oaks Dr./Douglas Blvd.	SSC	AM	<b>63.0</b>	<b>F</b>
		PM	<b>120.6</b>	<b>F</b>
4. WHI Access/Douglas Blvd. <sup>4</sup>	N/A	AM	--	--
		PM	--	--
5. Seeno Ave./Douglas Blvd.	Signal	AM	7.3	A
		PM	4.5	A
6. Barton Rd./Douglas Blvd.	Signal	AM	38.9	D
		PM	42.7	D
7. Auburn Folsom Rd./Douglas Blvd.	Signal	AM	39.0	D
		PM	36.1	D
8. Sierra College Blvd./Renaissance Creek/Granite Bay Business Park	Signal	AM	25.0	C
		PM	28.7	C
9. Sierra College Blvd./Eureka Rd.	Signal	AM	<b>41.4</b>	<b>D</b>
		PM	<b>64.7</b>	<b>E</b>
10. Grayhawk Dr./Eureka Rd.	SSSC	AM	22.8	C
		PM	13.9	B
11. Auburn Folsom Rd./Fuller Dr.	Signal	AM	13.4	B
		PM	9.0	A
12. Auburn Folsom Rd./Eureka Rd.	Signal	AM	15.4	B
		PM	9.1	A
<p>Notes:</p> <ol style="list-style-type: none"> <li>1. Signal = traffic signal-controlled intersection; SSSC = side-street stop-controlled intersection.</li> <li>2. Average control delay for signalized intersections is the weighted average for all movements. Average control delay at SSSC intersections is the “overall weighted average delay for movements yielding the right-of-way.”</li> <li>3. LOS is calculated based on methodologies contained in the Highway Capacity Manual (HCM) 6th Edition.</li> <li>4. The WHI Access does not exist under Existing conditions.</li> </ol> <p><b>Bold</b> text indicates unacceptable operations.</p> <p><i>Source: Fehr &amp; Peers, 2018.</i></p>				

- ~~Sierra College Boulevard/Douglas Boulevard (Intersection #1) – LOS D during the AM peak hour and LOS E during the PM peak hour;~~
- Woodgrove Way/Quail Oaks Drive/Douglas Boulevard (Intersection #3) – LOS F during the AM and PM peak hours; and
- Sierra College Boulevard/Eureka Road (Intersection #9) – LOS D during the AM peak hour and LOS E during the PM peak hour.

Page 14-29 of the Draft EIR is hereby revised as follows to clarify that the cumulative traffic analysis scenarios are included in Chapter 17, *Cumulative Impacts and Other CEQA Sections*, of the Draft EIR:

Analysis Scenarios

The following analysis scenarios are included in this chapter:

- **Existing Conditions:** LOS based on current traffic counts, existing roadway geometry, and existing traffic control.
- **Existing Plus WHI:** Existing traffic volumes, roadway geometry, and traffic control plus trips from the WHI project.
- **Existing Plus WHII:** Existing traffic volumes, roadway geometry, and traffic control plus trips from the WHII project.
- **Existing Plus WHI and WHII:** Existing traffic volumes, roadway geometry, and traffic control plus trips from both the WHI and WHII projects.

The following analysis scenarios are discussed in Chapter 17, *Cumulative Impacts and Other CEQA Sections*, of this EIR.

- **Cumulative No Project:** Traffic volumes associated with cumulative (year 2036) buildout of the project region, including reasonably foreseeable land development projects and transportation projects. Specific building assumptions include land development consistent with known reasonably foreseeable projects in the GBCP area, land development potential in Granite Bay based on underlying zoning and General Plan land use designations, and the projections for the region contained in the Sacramento Area Council of Governments (SACOG) *2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)*.
- **Cumulative Plus WHI:** Traffic associated with Cumulative No Project conditions plus traffic generated by the WHI project.
- **Cumulative Plus WHII:** Traffic associated with Cumulative No Project conditions plus traffic generated by the WHII project.
- **Cumulative Plus WHI and WHII:** Traffic associated with Cumulative No Project conditions plus traffic generated by both the WHI and WHII projects.

Pages 14-43 through 14-47 of the Draft EIR, Impact 14-2 (Study intersections under Existing Plus Project conditions), are hereby revised as follows (Note: while not shown in track change format, the bold text type has been removed from Intersection #1 in Tables 14-12, 14-13, and 14-14, as this intersection operates acceptably using the County’s LOS E threshold):

**14-2 Study intersections under Existing Plus Project conditions. Based on the analysis below, the findings are as follows:**

- **Existing Plus WHI.** Impact is *less than significant* for all study intersections.
- **Existing Plus WHII.** Impact is *less than significant* for all study intersections.
- **Existing Plus WHI and WHII.** Impacts to all study intersections would be *less than significant*, with the exception of the Woodgrove Way/Quail Oaks Drive/Douglas Boulevard intersection. With mitigation, the impact would be *less than significant*.

Existing Plus WHI

Table 14-12 presents the average delay and LOS at the study intersections under Existing Plus WHI conditions during the weekday AM and PM peak hours. As shown in the table, all study intersections continue to operate at an acceptable LOS under Existing Plus WHI conditions with the exception of the following ~~three~~two intersections, which would operate at an unacceptable LOS:

- ~~Sierra College Boulevard/Douglas Boulevard (Intersection #1) – LOS D during the AM peak hour and LOS E during the PM peak hour;~~
- Woodgrove Way/Quail Oaks Drive/Douglas Boulevard (Intersection #3) – LOS F during the AM and PM peak hours; and
- Sierra College Boulevard/Eureka Road (Intersection #9) – LOS D during the AM peak hour and LOS E during the PM peak hour.

The intersections listed above operate at an unacceptable LOS under existing conditions without the WHI project and would continue to operate at an unacceptable LOS under Existing Plus WHI conditions. However, the ~~vehicle trips generated by the WHI project would not degrade the operations by a service level (i.e., LOS D to LOS E) at the City of Roseville intersections – Sierra College Boulevard/Douglas Boulevard and~~greatest increase in delay at the Sierra College Boulevard/Eureka Road intersection would be 0.3 second in the PM peak hour with the addition of traffic from the WHI project, which is below the County’s 4.0-second threshold for signalized intersections already operating unacceptably. Furthermore, the addition of traffic from the WHI project would increase the weighted average control delay by less than one second at Woodgrove Way/Quail Oaks Drive/Douglas Boulevard during the AM peak hour and reduce the average control delay during the PM peak hour. The less than one-second increase attributable to the WHI project during the AM peak hour is below the County’s 2.5-second threshold for unsignalized intersections already operating unacceptably. Therefore, the WHI project would not conflict with the applicable Placer County ~~and City of Roseville~~ significance thresholds, and a less-than-significant impact would occur.

Existing Plus WHII

Table 14-13 presents the average delay and LOS at the study intersections under Existing Plus WHII conditions during the weekday AM and PM peak hours.

**Table 14-12  
Study Intersection LOS – Existing Plus WHI Conditions**

Intersection	Traffic Control <sup>1</sup>	Peak Hour	Existing Conditions		Existing Plus WHI	
			Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
1. Sierra College Blvd./Douglas Blvd.	Signal	AM	43.0	D	43.1	D
		PM	60.0	E	60.2	E
2. Cavitt Stallman Rd. South/Douglas Blvd.	Signal	AM	13.9	B	14.0	B
		PM	20.8	C	21.0	C
3. Woodgrove Way/Quail Oaks Dr./Douglas Blvd.	SSSC	AM	<b>63.0</b>	<b>F</b>	<b>63.7</b>	<b>F</b>
		PM	<b>120.6</b>	<b>F</b>	<b>116.7</b>	<b>F</b>
4. WHI Access/Douglas Blvd. <sup>4</sup>	SSSC	AM	--		16.3	C
		PM			21.6	C
5. Seeno Ave./Douglas Blvd.	Signal	AM	7.3	A	7.3	A
		PM	4.5	A	4.6	A
6. Barton Rd./Douglas Blvd.	Signal	AM	38.9	D	39.2	D
		PM	42.7	D	43.2	D
7. Auburn Folsom Rd./Douglas Blvd.	Signal	AM	39.0	D	39.1	D
		PM	36.1	D	36.2	D
8. Sierra College Blvd./Renaissance Creek/Granite Bay Business Park	Signal	AM	25.0	C	25.0	C
		PM	28.7	C	28.7	C
9. Sierra College Blvd./Eureka Rd.	Signal	AM	<b>41.4</b>	<b>D</b>	<b>41.5</b>	<b>D</b>
		PM	<b>64.7</b>	<b>E</b>	<b>65.0</b>	<b>E</b>
10. Grayhawk Dr./Eureka Rd.	SSSC	AM	22.8	C	23.5	C
		PM	13.9	B	14.1	B
11. Auburn Folsom Rd./Fuller Dr.	Signal	AM	13.4	B	13.5	B
		PM	9.0	A	9.1	A
12. Auburn Folsom Rd./Eureka Rd.	Signal	AM	15.4	B	15.4	B
		PM	9.1	A	9.1	A

Notes:

- Signal = traffic signal-controlled intersection; SSSC = side-street stop-controlled intersection.
- Average control delay for signalized intersections is the weighted average for all movements. Average control delay at SSSC intersections is the “overall weighted average delay for movements yielding the right-of-way.”
- LOS is calculated based on methodologies contained in the Highway Capacity Manual (HCM) 6th Edition.
- The WHI Access does not exist under Existing conditions.

**Bold** text indicates unacceptable operations.

Source: Fehr & Peers, 2018.

**Table 14-13  
Study Intersection LOS – Existing Plus WHII Conditions**

Intersection	Traffic Control <sup>1</sup>	Peak Hour	Existing Conditions		Existing Plus WHII	
			Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
1. Sierra College Blvd./Douglas Blvd.	Signal	AM	43.0	D	43.1	D
		PM	60.0	E	60.4	E
2. Cavitt Stallman Rd. South/Douglas Blvd.	Signal	AM	13.9	B	13.7	B
		PM	20.8	C	21.2	C
3. Woodgrove Way/Quail Oaks Dr./Douglas Blvd.	SSSC	AM	<b>63.0</b>	<b>F</b>	<b>63.7</b>	<b>F</b>
		PM	<b>120.6</b>	<b>F</b>	<b>119.1</b>	<b>F</b>
4. WHI Access/Douglas Blvd. <sup>4</sup>	N/A	AM	--			
		PM				
5. Seeno Ave./Douglas Blvd.	Signal	AM	7.3	A	14.1	B
		PM	4.5	A	8.6	A
6. Barton Rd./Douglas Blvd.	Signal	AM	38.9	D	39.3	D
		PM	42.7	D	43.5	D
7. Auburn Folsom Rd./Douglas Blvd.	Signal	AM	39.0	D	39.1	D
		PM	36.1	D	36.3	D
8. Sierra College Blvd./Renaissance Creek/Granite Bay Business Park	Signal	AM	25.0	C	25.0	C
		PM	28.7	C	28.7	C
9. Sierra College Blvd./Eureka Rd.	Signal	AM	<b>41.4</b>	<b>D</b>	<b>41.5</b>	<b>D</b>
		PM	<b>64.7</b>	<b>E</b>	<b>65.2</b>	<b>E</b>
10. Grayhawk Dr./Eureka Rd.	SSSC	AM	22.8	C	24.0	C
		PM	13.9	B	14.1	B
11. Auburn Folsom Rd./Fuller Dr.	Signal	AM	13.4	B	13.5	B
		PM	9.0	A	9.1	A
12. Auburn Folsom Rd./Eureka Rd.	Signal	AM	15.4	B	15.4	B
		PM	9.1	A	9.1	A

- Notes:
1. Signal = traffic signal-controlled intersection; SSSC = side-street stop-controlled intersection.
  2. Average control delay for signalized intersections is the weighted average for all movements. Average control delay at SSSC intersections is the “overall weighted average delay for movements yielding the right-of-way.”
  3. LOS is calculated based on methodologies contained in the HCM, 6th Edition.
  4. The WHI Access does not exist under Existing conditions.

**Bold** text indicates unacceptable operations.

Source: Fehr & Peers, 2018.

As shown in the table, all study intersections continue to operate at an acceptable LOS under Existing Plus WHII conditions with the exception of the following ~~three~~two intersections, which would operate at an unacceptable LOS:

- ~~Sierra College Boulevard/Douglas Boulevard (Intersection #1) – LOS D during the AM peak hour and LOS E during the PM peak hour;~~
- Woodgrove Way/Quail Oaks Drive/Douglas Boulevard (Intersection #3) – LOS F during the AM and PM peak hours; and
- Sierra College Boulevard/Eureka Road (Intersection #9) – LOS D during the AM peak hour and LOS E during the PM peak hour.

The intersections listed above operate at an unacceptable LOS under existing conditions and would continue to operate at an unacceptable LOS under Existing Plus WHII conditions. However, ~~the vehicle trips generated by the WHII project would not degrade the operations by a service level (i.e., LOS D to LOS E) at the City of Roseville intersections – Sierra College Boulevard/Douglas Boulevard and~~ greatest increase in delay at the Sierra College Boulevard/Eureka Road intersection would be 0.5 second in the PM peak hour with the addition of traffic from the WHII project, which is below the County’s 4.0-second threshold for signalized intersections already operating unacceptably. Furthermore, the addition of traffic from the WHII project would increase the weighted average control delay by ~~4.5~~0.7 seconds at Woodgrove Way/Quail Oaks Drive/Douglas Boulevard during the AM peak hour and reduce the average control delay during the PM peak hour. The less than one-second increase attributable to the WHII project during the AM peak hour is below the County’s 2.5-second threshold for unsignalized intersections already operating unacceptably. Therefore, the WHII project would not conflict with the applicable Placer County ~~and City of Roseville~~ significance thresholds, and a less-than-significant impact would occur.

#### Existing Plus WHI and WHII

Table 14-14 presents the average delay and LOS at the study intersections under Existing Plus WHI and WHII conditions during the weekday AM and PM peak hours. As shown in the table, all study intersections continue to operate at an acceptable LOS under Existing Plus WHI and WHII conditions, with the exception of the following ~~three~~two intersections, which would operate at an unacceptable LOS:

- ~~Sierra College Boulevard/Douglas Boulevard (Intersection #1) – LOS D during the AM peak hour and LOS E during the PM peak hour;~~
- Woodgrove Way/Quail Oaks Drive/Douglas Boulevard (Intersection #3) – LOS F during the AM and PM peak hours; and
- Sierra College Boulevard/Eureka Road (Intersection #9) – LOS D during the AM peak hour and LOS E during the PM peak hour.

The intersections listed above operate at an unacceptable LOS under existing conditions and would continue to operate at an unacceptable LOS under Existing Plus WHI and WHII conditions. However, ~~the vehicle trips generated by the WHI and WHII projects would not degrade the operations by a service level (i.e., LOS D to LOS E) at the City of Roseville intersections – Sierra College Boulevard/Douglas Boulevard and~~ greatest increase in delay at the Sierra College Boulevard/Eureka Road intersection would be 0.7 second in the PM

peak hour with the addition of traffic from the WHI and WHII projects, which is below the County’s 4.0-second threshold for signalized intersections already operating unacceptably.

While the addition of traffic from the WHI and WHII projects would reduce the average control delay at Woodgrove Way/Quail Oaks Drive/Douglas Boulevard during the PM peak hour by 5.6 seconds, average delay would increase by approximately 12.8 seconds during the AM peak hour. Therefore, combined development of the proposed projects could conflict with the applicable Placer County significance threshold at the Woodgrove Way/Quail Oaks Drive/Douglas Boulevard intersection during the AM peak hour, and a significant impact could occur.

Intersection	Traffic Control <sup>1</sup>	Peak Hour	Existing Conditions		Existing Plus WHI and WHII	
			Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
1. Sierra College Blvd./Douglas Blvd.		AM	43.0	D	43.2	D
		PM	60.0	E	60.6	E
2. Cavitt Stallman Rd. South/Douglas Blvd.		AM	13.9	B	14.2	B
		PM	20.8	C	21.3	C
3. Woodgrove Way/Quail Oaks Dr./Douglas Blvd.		AM	<b>63.0</b>	<b>F</b>	<b>75.8</b>	<b>F</b>
		PM	<b>120.6</b>	<b>F</b>	<b>115.0</b>	<b>F</b>
4. WHI Access/Douglas Blvd. <sup>4</sup>		AM	--		16.4	C
		PM			22.0	C
5. Seeno Ave./Douglas Blvd.		AM	7.3	A	14.7	C
		PM	4.5	A	10.7	B
6. Barton Rd./Douglas Blvd.		AM	38.9	D	39.7	D
		PM	42.7	D	43.9	D
7. Auburn Folsom Rd./Douglas Blvd.		AM	39.0	D	39.4	D
		PM	36.1	D	36.4	D
8. Sierra College Blvd./Renaissance Creek/Granite Bay Business Park		AM	25.0	C	25.0	C
		PM	28.7	C	28.7	C
9. Sierra College Blvd./Eureka Rd.		AM	<b>41.4</b>	<b>D</b>	<b>41.5</b>	<b>D</b>
		PM	<b>64.7</b>	<b>E</b>	<b>65.4</b>	<b>E</b>
10. Grayhawk Dr./Eureka Rd.		AM	22.8	C	24.7	C
		PM	13.9	B	14.2	B
11. Auburn Folsom Rd./Fuller Dr.		AM	13.4	B	13.6	B
		PM	9.0	A	9.1	A
12. Auburn Folsom Rd./Eureka Rd.		AM	15.4	B	15.5	B
		PM	9.1	A	9.1	A

Notes:

- Signal = traffic signal-controlled intersection; SSSC = side-street stop-controlled intersection.
- Average control delay for signalized intersections is the weighted average for all movements. Average control delay at SSSC intersections is the “overall weighted average delay for movements yielding the right-of-way.”
- LOS is calculated based on methodologies contained in the HCM, 6th Edition.
- The WHI Access does not exist under Existing conditions.

**Bold** text indicates unacceptable operations. **Bold and highlighted text** indicates significant impact.

Source: Fehr & Peers, 2018.

## 17 Cumulative Impacts and Other CEQA Sections

Pages 17-52 through 17-60 (with the exception of figures) of the Draft EIR are hereby revised as follows (Note: while not shown in track change format, the bold text type has been removed from Intersection #1 in Tables 17-17, 17-18, and 17-19, as this intersection operates acceptably using the County's LOS E threshold):

**17-15 Study intersections under the Cumulative Plus Project conditions. Based on the analysis below, the findings are as follows:**

- **Cumulative Plus WHI.** The project's incremental contribution to the significant cumulative impact would be *less than cumulatively considerable* for all study intersections.
- **Cumulative Plus WHII.** The project's incremental contribution to the significant cumulative impact would be *less than cumulatively considerable* for all study intersections.
- **Cumulative Plus WHI and WHII.** The projects' incremental contribution to the significant cumulative impact would be *less than cumulatively considerable*, with the exception of the Woodgrove Way/Quail Oaks Drive/Douglas Boulevard intersection. With mitigation, the projects' incremental contribution to the significant cumulative impact would be *less than cumulatively considerable*.

### WHI

Figure 17-3 displays the 2036 Cumulative Plus WHI traffic volumes at each study intersection in both weekday AM and PM peak hours. Table 17-17 presents the average delay and LOS at the study intersections under Cumulative Plus WHI conditions. As shown in the table, all study intersections continue to operate at an acceptable LOS under Cumulative Plus WHI conditions with the exception of the following ~~three~~two intersections, which would operate at an unacceptable LOS:

- ~~Sierra College Boulevard/Douglas Boulevard (Intersection #1) – LOS E during the AM and PM peak hours;~~
- Woodgrove Way/Quail Oaks Drive/Douglas Boulevard (Intersection #3) – LOS F during the AM and PM peak hours; and
- Sierra College Boulevard/Eureka Road (Intersection #9) – LOS D during the AM and PM peak hours.

The intersections listed above operate at an unacceptable LOS under Cumulative No Project conditions and would continue to operate at an unacceptable LOS under Cumulative Plus WHI conditions. Thus, the WHI project, in combination with cumulative development, would have a significant cumulative impact at the ~~three~~two intersections. However, the vehicle trips generated by the WHI project would not ~~degrade the operations~~ by a service level (i.e., LOS D to LOS E) at the City of Roseville intersections — ~~Sierra College Boulevard/Douglas Boulevard and~~ increase delay at the Sierra College Boulevard/Eureka Road intersection – relative to Cumulative No Project conditions. Thus, the WHI project would not conflict with the County's 4.0-second delay increase threshold for signalized intersections already operating unacceptably.

Furthermore, the weighted average control delay at Woodgrove Way/Quail Oaks Drive/Douglas Boulevard would decrease during the AM and PM peak hours when compared to Cumulative No Project conditions. Therefore, the WHI project would not conflict with the applicable Placer County and City of Roseville significance thresholds, and the project’s incremental contribution to the cumulative impact noted above would be less than cumulatively considerable.

**Table 17-17  
Study Intersection LOS – Cumulative Plus WHI Conditions**

Intersection	Traffic Control <sup>1</sup>	Peak Hour	Cumulative No Project		Cumulative Plus WHI	
			Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
1. Sierra College Blvd./Douglas Blvd.	Signal	AM	61.2	E	61.6	E
		PM	70.9	E	71.4	E
2. Cavitt Stallman Rd. South/Douglas Blvd.	Signal	AM	14.6	B	14.7	B
		PM	22.4	C	22.5	C
3. Woodgrove Way/Quail Oaks Dr./Douglas Blvd.	SSSC	AM	<b>92.8</b>	<b>F</b>	<b>91.6</b>	<b>F</b>
		PM	<b>316.0</b>	<b>F</b>	<b>305.9</b>	<b>F</b>
4. WHI Access/Douglas Blvd. <sup>4</sup>	SSSC	AM	--		17.6	C
		PM	--		23.6	C
5. Seeno Ave./Douglas Blvd.	Signal	AM	7.8	A	6.8	A
		PM	17.2	B	13.3	B
6. Barton Rd./Douglas Blvd.	Signal	AM	32.3	C	32.4	C
		PM	29.8	C	30.0	C
7. Auburn Folsom Rd./Douglas Blvd.	Signal	AM	50.7	D	51.0	D
		PM	46.7	D	46.8	D
8. Sierra College Blvd./Renaissance Creek/Granite Bay Business Park	Signal	AM	26.6	C	26.6	C
		PM	31.4	C	31.4	C
9. Sierra College Blvd./Eureka Rd.	Signal	AM	<b>40.7</b>	<b>D</b>	<b>40.7</b>	<b>D</b>
		PM	<b>43.6</b>	<b>D</b>	<b>43.6</b>	<b>D</b>
10. Grayhawk Dr./Eureka Rd.	SSSC	AM	28.8	D	29.8	D
		PM	15.0	C	15.0	C
11. Auburn Folsom Rd./Fuller Dr.	Signal	AM	17.0	B	17.1	B
		PM	9.4	A	9.4	A
12. Auburn Folsom Rd./Eureka Rd.	Signal	AM	21.2	C	21.3	C
		PM	11.7	B	11.7	B

Notes:

- Signal = traffic signal-controlled intersection; SSSC = side-street stop-controlled intersection.
- Average control delay for signalized intersections is the weighted average for all movements. Average control delay at SSSC intersections is the “overall weighted average delay for movements yielding the right-of-way.”
- LOS is calculated based on methodologies contained in the HCM, 6th Edition.
- The WHI Access does not exist under Cumulative No Project conditions.

**Bold** text indicates unacceptable operations.

Source: Fehr & Peers, 2018.

## WHII

Figure 17-4 displays the 2036 Cumulative Plus WHII traffic volumes at each study intersection in both weekday AM and PM peak hours. Table 17-18 presents the average delay and LOS at the study intersections under Cumulative Plus WHII conditions. As shown in the table, all study intersections continue to operate at an acceptable LOS under Cumulative Plus WHII conditions with the exception of the following ~~three~~two intersections, which would operate at an unacceptable LOS:

- ~~Sierra College Boulevard/Douglas Boulevard (Intersection #1) – LOS E during the AM and PM peak hours;~~
- Woodgrove Way/Quail Oaks Drive/Douglas Boulevard (Intersection #3) – LOS F during the AM and PM peak hours; and
- Sierra College Boulevard/Eureka Road (Intersection #9) – LOS D during the AM and PM peak hours.

The intersections listed above operate at an unacceptable LOS under Cumulative No Project conditions and would continue to operate at an unacceptable LOS under Cumulative Plus WHII conditions. Thus, the WHII project, in combination with cumulative development, would have a significant cumulative impact at the ~~three~~two intersections. However, the vehicle trips generated by the WHII project would not ~~degrade the operations by a service level (i.e., LOS D to LOS E) at the City of Roseville intersections – Sierra College Boulevard/Douglas Boulevard and~~ increase delay at the Sierra College Boulevard/Eureka Road intersection – relative to Cumulative No Project conditions. Thus, the WHII project would not conflict with the County’s 4.0-second delay increase threshold for signalized intersections already operating unacceptably.

Furthermore, the weighted average control delay at Woodgrove Way/Quail Oaks Drive/Douglas Boulevard would decrease during the AM and PM peak hours when compared to Cumulative No Project conditions. Therefore, the WHII project would not conflict with the applicable Placer County ~~and City of Roseville~~ significance thresholds, and the project’s incremental contribution to the cumulative impacts noted above would be less than cumulatively considerable.

## WHI and WHII

Figure 17-5 displays the 2036 Cumulative Plus WHI and WHII traffic volumes at each study intersection in both weekday AM and PM peak hours. Table 17-19 presents the average delay and LOS at the study intersections under Cumulative Plus WHI and WHII conditions.

**Table 17-18  
Study Intersection LOS – Cumulative Plus WHI Conditions**

Intersection	Traffic Control <sup>1</sup>	Peak Hour	Cumulative No Project		Cumulative Plus WHI	
			Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
1. Sierra College Blvd./Douglas Blvd.	Signal	AM	61.2	E	61.9	E
		PM	70.9	E	71.9	E
2. Cavitt Stallman Rd. South/Douglas Blvd.	Signal	AM	14.6	B	14.8	B
		PM	22.4	C	22.6	C
3. Woodgrove Way/Quail Oaks Dr./Douglas Blvd.	SSSC	AM	<b>92.8</b>	<b>F</b>	<b>91.5</b>	<b>F</b>
		PM	<b>316.0</b>	<b>F</b>	<b>311.9</b>	<b>F</b>
4. WHI Access/Douglas Blvd. <sup>4</sup>	SSSC	AM	--			
		PM				
5. Seeno Ave./Douglas Blvd.	Signal	AM	7.8	A	13.5	B
		PM	17.2	B	19.4	B
6. Barton Rd./Douglas Blvd.	Signal	AM	32.3	C	32.5	C
		PM	29.8	C	30.1	C
7. Auburn Folsom Rd./Douglas Blvd.	Signal	AM	50.7	D	51.0	D
		PM	46.7	D	46.9	D
8. Sierra College Blvd./Renaissance Creek/Granite Bay Business Park	Signal	AM	26.6	C	26.3	C
		PM	31.4	C	31.4	C
9. Sierra College Blvd./Eureka Rd.	Signal	AM	<b>40.7</b>	<b>D</b>	<b>40.7</b>	<b>D</b>
		PM	<b>43.6</b>	<b>D</b>	<b>43.6</b>	<b>D</b>
10. Grayhawk Dr./Eureka Rd.	SSSC	AM	28.8	D	30.4	C
		PM	15.0	C	15.0	C
11. Auburn Folsom Rd./Fuller Dr.	Signal	AM	17.0	B	17.1	B
		PM	9.4	A	9.4	A
12. Auburn Folsom Rd./Eureka Rd.	Signal	AM	21.2	C	21.4	C
		PM	11.7	B	11.7	B

Notes:

1. Signal = traffic signal-controlled intersection; SSSC = side-street stop-controlled intersection.
2. Average control delay for signalized intersections is the weighted average for all movements. Average control delay at SSSC intersections is the “overall weighted average delay for movements yielding the right-of-way.”
3. LOS is calculated based on methodologies contained in the HCM, 6th Edition.
4. The WHI Access does not exist under Cumulative No Project or conditions.

**Bold** text indicates unacceptable operations.

Source: Fehr & Peers, 2018.

**Table 17-19  
Study Intersection LOS – Cumulative Plus WHI and WHII Conditions**

Intersection	Traffic Control <sup>1</sup>	Peak Hour	Cumulative No Project		Cumulative Plus WHI and WHII	
			Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
1. Sierra College Blvd./Douglas Blvd.	Signal	AM	<b>61.2</b>	<b>E</b>	<b>62.5</b>	<b>E</b>
		PM	<b>70.9</b>	<b>E</b>	<b>72.3</b>	<b>E</b>
2. Cavitt Stallman Rd. South/Douglas Blvd.	Signal	AM	14.6	B	14.9	B
		PM	22.4	C	22.6	C
3. Woodgrove Way/Quail Oaks Dr./Douglas Blvd.	SSSC	AM	<b>92.8</b>	<b>F</b>	<b>154.4</b>	<b>F</b>
		PM	<b>316.0</b>	<b>F</b>	<b>302.2</b>	<b>F</b>
4. WHI Access/Douglas Blvd. <sup>4</sup>	SSSC	AM	--		17.7	C
		PM	--		24.2	C
5. Seeno Ave./Douglas Blvd.	Signal	AM	7.8	A	13.7	B
		PM	17.2	B	19.7	B
6. Barton Rd./Douglas Blvd.	Signal	AM	32.3	C	32.6	C
		PM	29.8	C	30.3	C
7. Auburn Folsom Rd./Douglas Blvd.	Signal	AM	50.7	D	51.3	D
		PM	46.7	D	47.0	D
8. Sierra College Blvd./Renaissance Creek/Granite Bay Business Park	Signal	AM	26.6	C	26.6	C
		PM	31.4	C	31.5	C
9. Sierra College Blvd./Eureka Rd.	Signal	AM	<b>40.7</b>	<b>D</b>	<b>40.7</b>	<b>D</b>
		PM	<b>43.6</b>	<b>D</b>	<b>43.6</b>	<b>D</b>
10. Grayhawk Dr./Eureka Rd.	SSSC	AM	28.8	D	31.4	C
		PM	15.0	C	15.1	C
11. Auburn Folsom Rd./Fuller Dr.	Signal	AM	17.0	B	17.2	B
		PM	9.4	A	9.4	A
12. Auburn Folsom Rd./Eureka Rd.	Signal	AM	21.2	C	21.4	C
		PM	11.7	B	11.8	B

Notes:

1. Signal = traffic signal-controlled intersection; SSSC = side-street stop-controlled intersection.
2. Average control delay for signalized intersections is the weighted average for all movements. Average control delay at SSSC intersections is the “overall weighted average delay for movements yielding the right-of-way.”
3. LOS is calculated based on methodologies contained in the HCM, 6th Edition.
4. The WHI Access does not exist under Cumulative No Project conditions.

**Bold** text indicates unacceptable operations. **Bold and highlighted text** indicates significant impacts.

Source: Fehr & Peers, 2018.

As shown in the table, all study intersections continue to operate at an acceptable LOS under Cumulative Plus WHI and WHII conditions with the exception of the following ~~three~~two intersections, which would operate at an unacceptable LOS:

- ~~Sierra College Boulevard/Douglas Boulevard (Intersection #1) – LOS E during the AM and PM peak hours;~~
- Woodgrove Way/Quail Oaks Drive/Douglas Boulevard (Intersection #3) – LOS F during the AM and PM peak hours; and
- Sierra College Boulevard/Eureka Road (Intersection #9) – LOS ED during the AM and PM peak hours.

The intersections listed above operate at an unacceptable LOS under Cumulative No Project conditions and would continue to operate at an unacceptable LOS under Cumulative Plus WHI and WHII conditions. Thus, the proposed projects, in combination with cumulative development, would have a significant cumulative impact at the ~~three~~two intersections. However, the combined vehicle trips generated by the WHI and WHII projects would not ~~degrade the operations by a service level (i.e., LOS D to LOS E) at the City of Roseville intersections – Sierra College Boulevard/Douglas Boulevard and increase delay at the~~ Sierra College Boulevard/Eureka Road intersection – relative to Cumulative No Project conditions. Thus, the combined WHI and WHII projects would not conflict with the County’s 4.0-second delay increase threshold for signalized intersections already operating unacceptably.

While the weighted average control delay at Woodgrove Way/Quail Oaks Drive/Douglas Boulevard would decrease during the PM peak hour when compared to Cumulative No Project conditions, average delay would increase by approximately 61.6 seconds during the AM peak hour with the addition of traffic from the proposed projects. Therefore, combined development of the WHI and WHII projects would conflict with the applicable Placer County and City of Roseville significance thresholds at the Woodgrove Way/Quail Oaks Drive/Douglas Boulevard intersection during the AM peak hour, and the projects’ incremental contribution to the cumulative impact at the intersection would be cumulatively considerable.