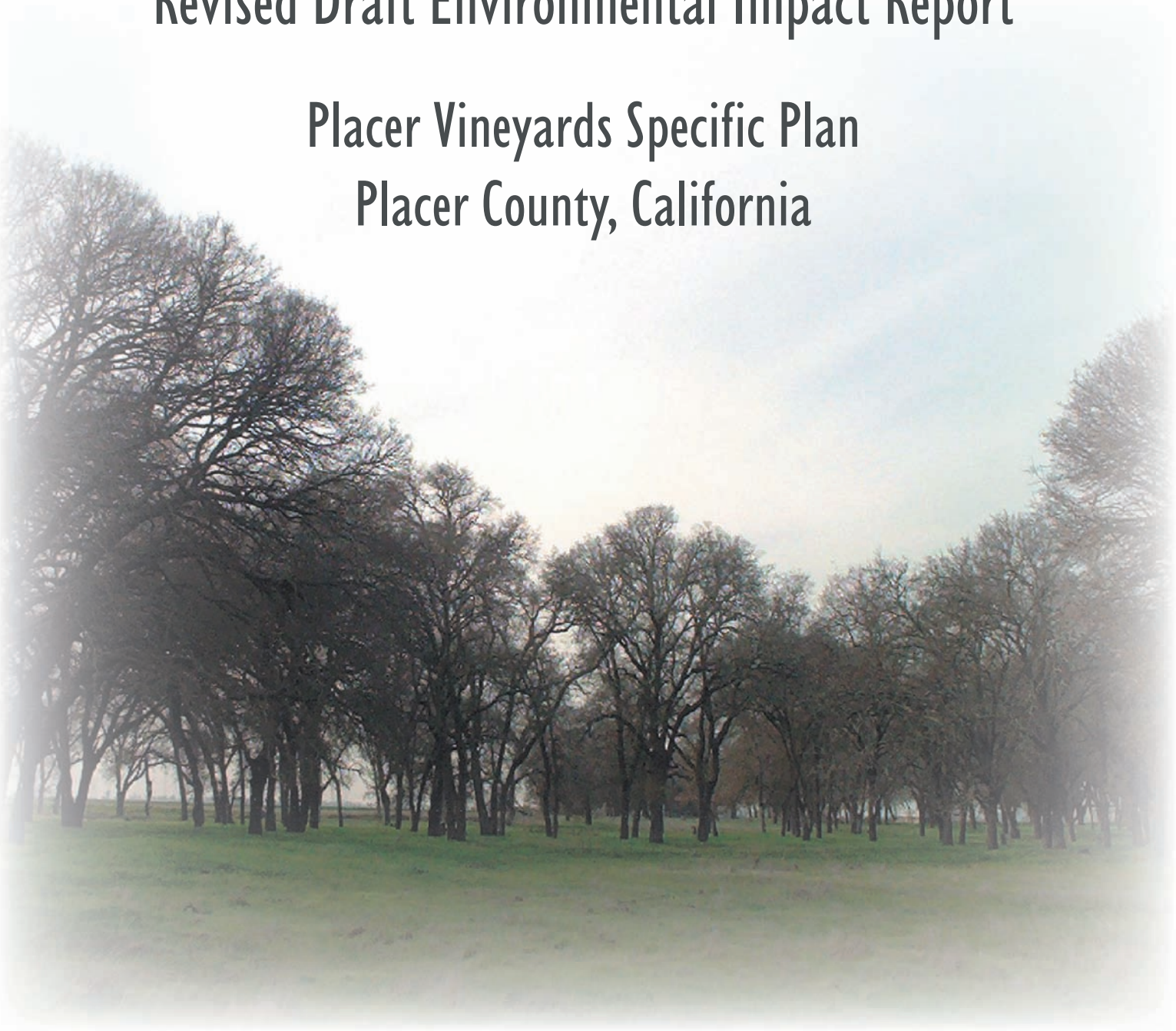
Partially Recirculated Revised Draft Environmental Impact Report

Placer Vineyards Specific Plan
Placer County, California



July, 2006

Quad Knopf

PARTIALLY RECIRCULATED
REVISED DRAFT ENVIRONMENTAL IMPACT REPORT

for

Placer Vineyards Specific Plan
Placer County, California

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Chapter One

Introduction

CHAPTER ONE
INTRODUCTION

I.I BACKGROUND

In accordance with Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5,[1] Placer County has decided to partially recirculate the Placer Vineyards Specific Plan Revised Draft Environmental Impact Report ("Revised Draft EIR"). As part of this partial recirculation effort, Placer County has also elected to make available for public review the proposed Placer Vineyards Public Facilities Draft Financing Plans for both the Project as proposed (14,132 dwelling units) ("the Base Plan") and for the Blueprint Alternative (21,631 dwelling units).

CEQA requires a lead agency to issue new notice and "recirculate" a revised EIR, or portions thereof, for additional commentary and consultation if, subsequent to the commencement of public review and interagency consultation but prior to final EIR certification, the lead agency adds "significant new information" to an EIR (see Pub. Resources Code, Section 21092.1; CEQA Guidelines, Section 15088.5; *Laurel Heights Improvement Association of San Francisco, Inc. v. Regents of the University of California* (1993) 6 Cal.4th 1112 (*Laurel Heights II*)). CEQA Guidelines Section 15088.5 provides four examples of disclosure which constitute "significant new information" for purposes of requiring recirculation of a revised EIR:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it; or

(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The revised environmental document must be subjected to the same "critical evaluation that occurs in the draft stage," so that the public is not denied "an opportunity to test, assess, and evaluate the data and make an informed judgment as to the validity of the conclusions to be drawn therefrom" (*Sutter Sensible Planning, Inc. v. Board of Supervisors* (1981) 122 Cal.App.3d

[1] The CEQA Guidelines are found in Title 14 of the California Code of Regulations, commencing with Section 15000.

813, 822; see also *Save Our Peninsula Committee v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 131).

Recirculation of an EIR requires notice pursuant to CEQA Guidelines Section 15087, and consultation pursuant to Section 15086 (see CEQA Guidelines, Section 15088.5, subd. (d)). Where an agency determines that recirculation is required, the agency can satisfy its obligation by reissuing only the revised part or parts of the EIR, rather than a whole new document. "If the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified" (see CEQA Guidelines, Section 15088.5, subd. (c)).

I.2 SUMMARY OF REVISIONS TO REVISED DRAFT EIR

The CEQA Guidelines state that "[w]hen recirculating a revised EIR, either in whole or in part, the lead agency shall, in the revised EIR or by an attachment to the revised EIR, summarize the revisions made to the previously circulated draft EIR" (see CEQA Guidelines, Section 15088.5, subd. (g)).

FINANCING PLAN

First, the County is releasing for public review the Draft Financing Plans for the Base Project and the Blueprint Alternative, as discussed previously. The County's decision to release the Draft Financing Plans for public review and comment fulfills the County's previously-stated commitment, as set forth in the text of the Revised Draft EIR, to make these documents available for public inspection during the period of review of the Revised Draft EIR (see Revised Draft EIR, p. 3-34). As stated in the Revised Draft EIR, the County intended to release the Financing Plans for public review simultaneous with release of the Revised Draft EIR; however, the drafts of the Financing Plans were not complete at the time the Revised Draft EIR was released for public review. The County's decision to allow public review of the Draft Financing Plans in conjunction with the Revised Draft EIR as part of this recirculation should not be perceived as the County's concurrence with commentors on the Revised Draft EIR who suggested that a Financing Plan is required by CEQA, should the project be approved, or that CEQA requires public review of whatever documents comprise the "financing measures" required for specific plans (see Gov. Code, Section 65451, subd. (a)(4)). The Board of Supervisors will consider a Final Financing Plan in association with the project separate and apart from any action on the EIR. A summary of the two Draft Financing Plans appears in Appendix W which is attached to this Partially Recirculated Revised Draft EIR.

SPECIAL-STATUS SPECIES

Second, the County has decided to revise Table 4.4-3 (Listed and Special-Status Species Potentially Occurring in the Specific Plan Area, Specific Plan Area Vicinity, or Off-site Infrastructure Areas), which appears in Section 4.4 (Biological Resources) of the Revised Draft EIR. Accompanying explanatory text, Impact statements 4.4-7 and 4.4-21, and Mitigation Measures 4.4-7 and 4.4-21 are modified to reflect the information appearing in the revised table.

These changes have been made in response to recent findings concerning certain Special Status Species not previously thought to occur in the project area. The revisions are based on the most recent field surveys and data collection efforts of ECORP Consulting and Quad Knopf, Inc. Pages of the Revised Draft EIR containing modifications are reprinted in Chapter Two of this Partially Recirculated Revised Draft EIR. A "track changes" version of the text is also included in Appendix X for those wishing to compare one version with the other.

REVISED TRAFFIC ANALYSIS

Third, the County has decided to recirculate portions of Section 4.7 (Transportation and Circulation) and portions of Section 6.3.4 (Blueprint Alternative) related to transportation and circulation. This decision was made because several changes have been made to the 2025 methodology described in the Revised Draft EIR (see Section 4.7 for a discussion of the changes to the methodology). The Partially Recirculated Revised Draft EIR contains the results of the analysis where intersections and roadway segments would be adversely affected in one of the following ways:

- An intersection or roadway segment that was shown to operate at an acceptable Level of Service (LOS) under "plus project" conditions in the Revised Draft EIR is now projected to operate at an unacceptable LOS under "plus project" conditions;

- An intersection or roadway segment that was not analyzed under "plus project" conditions in the Revised Draft EIR has now been analyzed and projected to operate at unacceptable LOS under "plus project" conditions; or

- An intersection or roadway segment that would operate at an unacceptable LOS under "without project" conditions, but would not be made substantially more severe under "with project" conditions as analyzed in the Revised Draft EIR, is now predicted to degrade substantially under "plus project conditions".

The standards of significance identified in the Revised Draft EIR are used to determine whether an intersection or roadway segment operates at an acceptable LOS and/or whether the degradation due to the project is "substantial" and therefore significant.

As discussed below, the Existing plus Project and Roseville impacts were not remodeled, because the changes to the project were not substantial enough to alter the conclusions of the analyses, and the changes to the model assumptions affects only the 2025 analysis.

CHANGES TO THE ANALYSIS

As described in the following paragraphs, the proposed project and the Blueprint Alternative have changed slightly. These changes, for the reasons discussed below, are not great enough in and of themselves to alter the conclusions of the traffic or other EIR analyses.

PROJECT DESCRIPTION

The project description changed slightly, primarily due to the shifting of the high school site so that it would be within the boundaries of a single school district, changes in the mix of commercial and residential development in the Town Center, and the conversion of 30 acres designated Business Professional to Power Center/Business Professional. As shown in revised Table 4.7-14 (below), the changes to the proposed project would result in an estimated 195,246 trips, compared to 192,788 trips under the project analyzed in the Revised Draft EIR (an increase of approximately 1.5 percent in daily trips). Based on a review of the Existing Plus Project volumes and analysis, the increase in project trips would not be great enough to trigger new or substantially more severe impacts. No other changes to existing conditions were identified, except that some segments and intersections were added to the analysis (see explanation above). Therefore, the Existing Plus Project scenario was not reanalyzed except for the new segments and intersections. Similarly, the 2020 Roseville Capital Improvements Program (CIP) assumptions have not changed, and the changes to the project are not great enough to alter the conclusions of the analysis in the Revised Draft EIR, so those impacts have not been reanalyzed.

Revised Table 4.7-14 summarizes the trip generation of the Specific Plan under the updated project description (Base Project).

Revised Table 4.7-I4
Estimated Trip Generation – Buildout of Specific Plan

Land Use		Units	Daily Trip Ends per Unit	Daily Trip Ends
Residential	Single-Family	9,040 DU	9.0	81,360
	Multi-Family	3,750 DU	6.5	24,375
	Age-restricted	931 DU	3.3	3,072
	SPA	411 DU	9.0	3,699
	Subtotal	**14,132 DU**		**112,506**
Non-residential	Retail	2,172.3 KSF	35.0	76,031
	Office	1,380.5 KSF	17.7	24,435
	Public/Quasi-Public	307.1 KSF	25.0	7,678
	Churches	766.8 KSF	9.3	7,131
	K-12 Schools	8,005 Students	1.0	8,005
	Parks	210 Acres	2.2	462
	Subtotal			**123,742**
Total Trip Ends Generated by Specific Plan				**236,248**
Percent of Trips Remaining Internal to Specific Plan Area[3]			**21 %**	
Total Trips Generated by Specific Plan[2]				**195,246**

[1] DU = dwelling unit and KSF = 1,000 square feet
[2] Total trips = total trip ends/1.21 (to eliminate the double counting of trips that remain with the Specific Plan area)
[3] Trip internalization generated by the traffic model.
The land use assumptions used in this traffic analysis vary slightly from those shown in Chapter Three of this Revised Draft EIR, because the traffic analysis was conducted for a prior version of the draft Specific Plan. The differences are minor, and would not affect the outcome of the analysis.
Source: DKS Associates, 2006.

CUMULATIVE (2025) DEVELOPMENT AND NETWORK ASSUMPTIONS

The cumulative network and land use assumptions changed based on updated information from the City of Roseville and Placer County. The changes to cumulative land use assumptions are shown in revised Table 4.7-15 appearing in Chapter Two of this Partially Recirculated Revised Draft EIR. The changes to the network are also described in Chapter Two. The network used in this updated 2025 analysis is shown in revised Figures 4.7-13, 4.7-17, 4.7-19, 6-8 and 6-10. These changes are substantial enough to alter the projected traffic volumes and patterns, so the 2025 scenario was reanalyzed under "with" and "without" project conditions.

BLUEPRINT ALTERNATIVE

As discussed above, the traffic model has been updated to reflect changes to the cumulative roadway network and development assumptions. In addition, the Blueprint Alternative has changed since the Revised Draft EIR was circulated for public review. As shown below the Blueprint Alternative is now estimated to generate 243,567 trips per day, compared to 242,912 under the alternative described in the Revised Draft EIR (an increase of approximately 0.25 percent). This increase in and of itself would not be great enough to substantially alter the impact analysis in the Revised Draft EIR. Therefore, the analysis of Existing plus Project and Roseville CIP traffic scenarios were not remodeled.

Revised Table 6-10
Estimated Trip Generation – Buildout of Blueprint Alternative

Land Use		Units	Daily Vehicle Trip Ends per Unit	Daily Vehicle Trip Ends
Residential	Single-Family	11,967 DU	9.0	107,703
	Multi-Family	7,878 DU	6.5	51,207
	Age-restricted	1,375 DU	3.3	4,538
	SPA	411 DU	9.0	3,699
	Subtotal	**21,631 DU**		**167,147**
Non-residential	Retail	2,211.0 KSF	35.0	77,385
	Office	1,476KSF	17.7	26,252
	Public/Quasi-Public	276.6 KSF	25.0	6,915
	Churches	1006.3 KSF	9.3	9,359
	K-12 Schools	11,963 Students	1.0	11,963
	Parks	283.5Acres	2.2	567
	Subtotal			**132,441**
			Total Specific Plan	**299,588**
			Percent of Trips Remaining Internal to Specific Plan Area	**23 %**

Revised Table 6-10 Estimated Trip Generation – Buildout of Blueprint Alternative			
Land Use	**Units**	**Daily Vehicle Trip Ends per Unit**	**Daily Vehicle Trip Ends**
Total Vehicle Trips Generated by Specific Plan[2]			**243,567**

Notes:
[1] DU = dwelling unit and KSF = 1,000 square feet
[2] Total trips = total trip ends/1.23 (to eliminate the double counting of trips that remain with the Specific Plan area)
Source: DKS Associates, 2006.

NEW CONCLUSIONS AND MITIGATION MEASURES

Revisions to Revised Draft EIR Sections 4.7 and 6.3.4 are presented in their entirety in Chapter Two of this Partially Recirculated Revised Draft EIR. A "track changes" version of the text is also included in Appendix Y for those wishing to compare one version with the other. The following is a summary of major new conclusions in the revised text and additional proposed mitigation measures (conclusions are shown in bold and proposed mitigation is shown in italics):

PLACER COUNTY

Cumulative Conditions

An additional improvement is added as part of the cumulative condition Mitigated Transportation Network:

- *Widen Locust Road south of 18th Street and Pallady Road south of Dyer Lane to four lanes.*

The following segments are added to the list of segments that would be significantly affected under the Mitigated Transportation Network:

.

Level of Service at the intersection of Walerga Road and PFE Road would remain LOS "F" and would worsen.

Level of Service at the intersection of Dyer Lane and Baseline Road would degrade from LOS "D" to LOS "F" under the assumed geometry.

SACRAMENTO COUNTY ROADWAYS

Existing Plus Project Conditions

Level of Service on the segment of Elkhorn Boulevard from Walerga Road to I-80 would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

- *Widen Elkhorn Boulevard to six lanes from Walerga Road to I-80 to provide LOS "E" (0.96)*

Cumulative Conditions

Level of Service on the four-lane segment of Watt Avenue from the Antelope Road to Elkhorn Boulevard would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

- *Widen Watt Avenue to eight lanes from Antelope Road to Elkhorn Blvd, to provide LOS "E".*

Level of Service on the 2-lane segment of Sorento Road from the Placer County line to Elverta Road would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

- *Widen Sorento Road to four lanes from the Placer County line to Elverta Road, to provide LOS "A".*

Level of Service on the two-lane segment of Elwyn Avenue from the Placer County line to Elverta Road would degrade from LOS "E" to LOS "F."

- *Widen Elwyn Avenue to four lanes from the Placer County line to Elverta Road, to provide LOS "A".*

Level of Service on the two-lane segment of Dry Creek Road from U Street to Ascot Avenue would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

- *Widen Dry Creek Road to four lanes from the U Street to Ascot Avenue, to provide LOS "C".*

SACRAMENTO COUNTY INTERSECTIONS

Existing Plus Project Conditions

Level of Service at the intersection of Elwyn Avenue and Elverta Road would degrade from LOS "C" to LOS "F" during the a.m. peak hour and from LOS "E" to LOS "F" during the p.m. peak hour.

- *Install a traffic signal to improve the intersection of Elwyn Avenue and Elverta Road to LOS "D" (V/C 0.82).*

Level of Service at the intersection of 16th Street and Elverta Road would degrade from LOS "A" to LOS "F" during the a.m. peak hour and from LOS "A" to LOS "F" during the p.m. peak hour.

- *Install a traffic signal to improve the intersection of 16th Street and Elverta Road to LOS "D" (V/C 0.87).*

Cumulative Conditions

Level of Service at the intersection of Sorento Road and Elverta Road would degrade from LOS "F" (V/C 1.13) to LOS "F" (V/C 1.26) during the a.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

- *Construct a second left turn lane on the eastbound approach to improve the intersection of Sorento Road and Elverta Road to LOS "F" conditions (V/C 1.11) during the a.m. peak hour.*

Level of Service at the intersection of Elwyn Avenue and Elverta Road would degrade from LOS "F" (V/C 1.01) to LOS "F" (V/C 1.16) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

- *Construct a second left turn lane on the eastbound approach to improve the intersection of Elwyn Avenue and Elverta Road to LOS "E" conditions (V/C 0.94) during the p.m. peak hour.*

Level of Service at the intersection of Palladay Road and Elverta Road would degrade from LOS "F" (V/C 1.16) to LOS "F" (V/C 1.34) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

- *Construct a second left turn lane on the eastbound approach to improve the intersection of Palladay Road and Elverta Road to LOS "F" conditions (V/C 1.07) during the p.m. peak hour.*

Level of Service at the intersection of Dry Creek Road and Elkhorn Boulevard would degrade from LOS "F" (V/C 1.25) to LOS "F" (V/C 1.37) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

- *Construct a second through lane on the northbound approach at the Dry Creek Road and Elkhorn Boulevard intersection to provide LOS "E" conditions (V/C 0.99) during the p.m. peak hour.*

Level of Service at the intersection of Walerga Road and Elkhorn Boulevard would degrade from LOS "E" to LOS "F" during the p.m. peak hour.

- *Construct a second left turn lane and a second right turn lane on the westbound approach at the Walerga Road and Elkhorn Boulevard intersection to provide LOS "E" conditions (V/C 0.94) during the p.m. peak hour.*

SUTTER COUNTY ROADWAYS

Cumulative Conditions

Pleasant Grove north of the Sacramento County Line would operate at LOS F and would degrade further with the addition of project traffic

- *Widen Pleasant Grove Road to four lanes from Riego Road to the Sacramento County line, to provide LOS "A".*

In addition to the above, under the updated traffic analysis, the following impacts would no longer occur under Cumulative Conditions, and mitigation measures would no longer be required for these segments and intersections:

- The segment of Dyer Lane from Tanwood Avenue to Watt Avenue in Placer County
- The intersection of Cook Riolo Road and PFE Road in Placer County
- The intersection of 9th Street and Baseline Road in Placer County
- The intersection of Walerga Road and Antelope Road in Sacramento County

BLUEPRINT ALTERNATIVE

SACRAMENTO COUNTY ROADWAYS

Existing Plus Project Conditions

Level of Service on the segment of Elkhorn Boulevard from Walerga Road to I-80 would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

- *Widen Elkhorn Boulevard to six lanes from Walerga Road to I-80 to provide LOS "E" (0.96)*

Cumulative Conditions

Level of Service on the six-lane segment of Watt Avenue from the Antelope Road to Don Julio Boulevard would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

- *Construct Watt Avenue to eight lanes (or a one-way couplet) from Antelope Road to Don Julio Boulevard, to provide LOS "F" north of Elverta Road and LOS "E" north of Elkhorn Boulevard.*

Level of Service on the two-lane segment of Sorento Road from the Placer County line to Elverta Road would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

- ***Widen*** *Sorento* ***Road to four lanes from the Placer County line to Elverta Road, to provide LOS "A".***

Level of Service on the two-lane segment of Elwyn Avenue from the Placer County line to Elverta Road would degrade from LOS "E" to LOS "F."

- *Widen Elwyn Avenue to four lanes from the Placer County line to Elverta Road, to provide LOS "A".*

Level of Service on the two-lane segment of Dry Creek Road from U Street to Ascot Avenue would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

- *Widen Dry Creek Road to four lanes from the U Street to Ascot Avenue, to provide LOS "C".*

Level of Service on the six-lane segment of Elkhorn Boulevard from Walerga Road to I-80 would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

- *Construct Elkhorn Blvd to eight lanes from Walerga Road to I-80, to provide LOS "F" (V/C 1.13).*

SACRAMENTO COUNTY INTERSECTIONS

Existing Plus Project Conditions

Level of Service at the intersection of Elwyn Avenue and Elverta Road would degrade from LOS "C" to LOS "F" during the a.m. peak hour and from LOS "E" to LOS "F" during the p.m. peak hour.

- *Construct a second left turn lane on the eastbound approach to improve the intersection of Elwyn Avenue and Elverta Road to LOS "E" conditions (V/C 0.96) during the a.m. peak hour and LOS "E" (V/C 0.94) during the p.m. peak hour.*

Level of Service at the intersection of 16th Street and Elverta Road would degrade from LOS "A" to LOS "F" during the a.m. peak hour and from LOS "A" to LOS "F" during the p.m. peak hour.

- *Install a traffic signal to improve the intersection of 16th Street and Elverta Road to LOS "E" (V/C 0.95).*

Cumulative Conditions

Level of Service at the intersection of Sorento Road and Elverta Road would degrade from LOS "F" (V/C 1.13) to LOS "F" (V/C 1.21) during the a.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

- *Construct a second left turn lane on the eastbound approach to improve the intersection of Sorento Road and Elverta Road to LOS "F" conditions (V/C 1.07) during the a.m. peak hour.*

Level of Service at the intersection of Elwyn Avenue and Elverta Road would degrade from LOS "F" (V/C 1.01) to LOS "F" (V/C 1.16) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

- *Construct a second left turn lane on the eastbound approach to improve the intersection of Elwyn Avenue and Elverta Road to LOS "E" conditions (V/C 0.95) during the p.m. peak hour.*

Level of Service at the intersection of Palladay Road and Elverta Road would degrade from LOS "F" (V/C 1.16) to LOS "F" (V/C 1.43) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

- *Construct a second left turn lane on the eastbound approach to improve the intersection of Palladay Road and Elverta Road to LOS "F" conditions (V/C 1.11) during the p.m. peak hour.*

Level of Service at the intersection of Dry Creek Road and Elkhorn Boulevard would degrade from LOS "F" (V/C 1.25) to LOS "F" (V/C 1.39) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

- *Construct a second through lane on the northbound approach at the Dry Creek Road and Elkhorn Boulevard intersection to provide LOS "F" conditions (V/C 1.00) during the p.m. peak hour.*

SUTTER COUNTY ROADWAYS

Cumulative Conditions

Pleasant Grove Road north of the Sacramento County Line would operate at LOS F and would degrade further with the addition of Blueprint Alternative traffic

- *Widen Pleasant Grove Road to four lanes from Riego Road to the Sacramento County line, to provide LOS "A".*

FREEWAYS

Cumulative Conditions

Level of Service on the six-lane segment of Business 80 from Fulton Avenue to Watt Avenue would continue to operate at LOS "F" conditions and the volume would increase.

- *Widen Business 80 from six lanes to eight lanes from Watt Avenue to Fulton Avenue, to provide LOS "F".*

In addition, under the updated traffic analysis for the Blueprint Alternative, the following impacts would no longer occur under Cumulative Conditions, and mitigation measures would no longer be required for these segments and intersections:

- The segment of Watt Avenue from Dyer Lane to PFE Road in Placer County
- The segment of Dyer Lane from 16th Street to Tanwood Avenue in Placer County
- The intersection of Fiddyment Road and Baseline Road in Placer County
- The intersection of Cook Riolo Road and PFE Road in Placer County
- The intersection of 9th Street and Baseline Road in Placer County
- The intersection of Walerga Road and Antelope Road in Sacramento County
- The intersection of Watt Avenue and Roseville Road in Sacramento County

Figures are reprinted and inserted at the end of each traffic analysis section. Some of the reprinted figures are not referenced in the text but may have minor changes due to the revised analysis (e.g., the addition of a roadway) and, therefore, are also reprinted.

COSTS OF OFF-SITE TRAFFIC MITIGATION

Finally, the County has decided to provide additional information regarding the costs of off-site roadway improvements identified as proposed cumulative mitigation measures to which the project applicants are contributing "fair share" fees. This information is supplied in a report prepared by Fehr & Peers and is attached to this Partially Recirculated Revised Draft EIR as Appendix Z. These improvements include those that would be built outside of unincorporated Placer County. The new information includes the project's estimated overall funding obligations should the various proposed agreements with other jurisdictions be successful (see Mitigation Measure 4.7-2a on pages 4.7-37 through 4.7-39 of the Revised Draft EIR). The fair share contribution for the Blueprint Alternative is also presented.

The cumulative mitigation measures identified in the Placer Vineyards traffic study are regional roadway improvements. Consequently, this study assumes that these roadway improvements will be funded by new development throughout the Sacramento region and not only by the proposed Placer Vineyards project.

The fair share results are presented for informational purposes only and are not meant to be the final traffic impact fees of the proposed development. Placer County will work with each

jurisdiction/agency in which mitigation measures are identified to determine the appropriate fair share contribution. The County's intent is to supply other agencies and the general public with as much information as possible, short of engaging in mere speculation, regarding the details of the project's proposed funding mechanism for off-site transportation improvements. Thus, provision of this additional information should not be considered evidence of the County's concurrence with commenters on the Revised Draft EIR who suggested that CEQA requires inclusion of such information. The County's view is that, because the proposed mitigation measure is to create new funding programs to deal with impacts occurring outside unincorporated Placer County, nothing in CEQA requires that the EIR for the Placer Vineyards Specific Plan contain detailed information regarding specific dollar amounts required for various improvements or what fees might be per dwelling unit or square foot of non-residential development within the Specific Plan area. Even so, the County has prepared what it considers the best available estimates as to what those dollar amounts might turn out to be. The point of disclosing such information in this document is to demonstrate to reviewers that, although the dollar amounts at issue are very high, they are not so high as to render the County's approach infeasible from an economic standpoint.

I.3 PARTIALLY RECIRCULATED REVISED DRAFT EIR PROCESS

CEQA requires that the lead agency evaluate and respond to comments as provided in CEQA Guidelines Section 15088. Guidelines Section 15088.5, subdivision (f)(2), provides:

> When the EIR is revised only in part and the lead agency is recirculating only the revised chapters or portions of the EIR, the lead agency may request that reviewers limit their comments to the revised chapters or portions of the recirculated EIR. The lead agency need only respond to (i) comments received during the initial circulation period that relate to chapters or portions of the document that were not revised and recirculated, and (ii) comments received during the recirculation period that relate to the chapters or portions of the earlier EIR that were revised and recirculated. The lead agency's request that reviewers limit the scope of their comments shall be included either within the text of the revised EIR or by an attachment to the revised EIR.

The Partially Recirculated Revised Draft EIR and the Draft Financing Plans will be subject to review and comment by the public, as well as all responsible agencies and other interested parties, agencies and organizations for a period of no less than 45 days. The Draft Financing Plans are not appendices to the Partially Recirculated Revised Draft EIR, but the Partially Recirculated Revised Draft EIR and Draft Financing Plans are available for public review at the following address:

Placer County Community Development Resource Agency
Environmental Coordination Services
3091 County Center Drive
Auburn CA 95603
(530) 745-3075
www.placer.ca.gov/CommunityDevelopment/Planning.aspx
www.placer.ca.gov/CommunityDevelopment/Planning/EnvDocs

The Partially Recirculated Revised Draft EIR and Draft Financing Plans will also be available for public review at:

Auburn-Placer County Library
350 Nevada Street
Auburn, CA 95603

Roseville Public Library
225 Taylor Street
Roseville, CA 95678

North Highlands/Antelope Library
4235 Antelope Road
Antelope, CA 95843

Rio Linda/Elverta Library
902 Oak Lane
Rio Linda, CA 95673

In accordance with Section 15150(b) of the CEQA Guidelines, all documents and/or portions of documents incorporated into this Partially Recirculated Revised Draft EIR by reference are also available for public inspection at the Placer County Planning Department at the above addresses.

Following the close of the comment period, the County will prepare the Final EIR. The Final EIR will include all comments received in writing during the comment periods for both the Revised Draft EIR and the Partially Recirculated Revised Draft EIR, as well as at the public hearing. In the Final EIR, the County will respond to all comments submitted on the Revised Draft EIR, as well as all comments submitted on the supplemental and revised materials released as part of the Partially Recirculated Revised Draft EIR.

Pursuant to CEQA Guidelines Section 15088.5, subdivision (f)(2), Placer County, in the Final EIR, will only respond to (i) comments received during the initial Revised Draft EIR circulation period that relate to chapters or portions of the document that were not revised and recirculated and (ii) comments received during the recirculation period that relate to the chapters or portions of the Revised Draft EIR that were revised and recirculated. In other words, *the partial recirculation is not an opportunity to re-submit comments on previously published topics, or add*

additional comments on previously published topics. Readers are therefore cautioned not to make comments on issues not directly implicated by this Partially Recirculated Revised Draft EIR. (As explained in Section 2.3 of the Revised Draft EIR, the Final EIR will not respond to comments on the original September, 2004 Draft EIR.) The Final EIR will be published and made available to commenting agencies a minimum of ten days prior to a hearing by the Placer County Board of Supervisors to consider its adequacy in accordance with the CEQA Guidelines and County Guidelines.

In the event that the County Board of Supervisors approves the proposed Specific Plan, written findings of fact will be prepared and adopted in which the Board identifies all significant effects and adopts mitigation measures. In the findings of fact, the Board may, if it so chooses, reject mitigation measures and/or alternatives, and provide a written explanation of its reasons for doing so (see Pub. Resources Code, Section 21081, subd. (a); CEQA Guidelines, Section 15091, subd. (a)). If the Board chooses to approve a project that would result in an unavoidable significant impact, it must adopt a statement of overriding considerations, which must explain the benefits of the project that, on balance, have caused the Board to choose to accept a significant adverse environmental impact.

I.4 SUBMITTING COMMENTS ON THE ADEQUACY OF THIS PARTIALLY RECIRCULATED REVISED DRAFT EIR

As a member of the public or a representative of a public agency you may provide comments on the adequacy of this Partially Recirculated Revised Draft EIR. You may send in written comments to Placer County at the following address:

Lori Lawrence
Placer County Community Development Resource Agency
Environmental Coordination Services
3091 County Center Drive
Auburn, CA 95603

Section 15204 of the State CEQA Guidelines states, in pertinent part, as follows:

> In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commentors.

Chapter Two

Changes to the Revised Draft EIR

4.4

Biological Resources

(Revised Pages Only)

SRWTP is operated by Sacramento Regional County Sanitation District (SRCSD) and is located ten miles south of downtown Sacramento on a 3,500 acre site. SRWTP occupies 900 acres and the remaining 2,600 acres consists of open space land and provides a buffer zone be the facilities and surrounding land uses. Nearby land uses include residential development to the north, east, and south. Industrial development is located to the south, Interstate 5 and the Sacramento River are located west of the property, and a 1,000-foot-wide restricted development area is located to the south.

SRWTP discharges its treated effluent into the Sacramento River. Currently, the SRCSD is conducting several studies and implementing various programs to investigate the most cost-effective ways to reduce pollutants of concern that are discharged to the Sacramento River. In particular, the SRWTP discharge permit identifies mercury, lindane and the orthophosphate (OP) pesticides, chlorpyrifos and diazinon, as pollutants of concern. These studies and programs focus on removing these and other pollutants discharged to the Sacramento River and improving river water quality.

SPECIAL-STATUS SPECIES

The following discussion describes the plant and animal species that have been afforded special recognition by federal, state, or local resource agencies or organizations. Listed and special-status species are of relatively limited distribution and could require specialized habitat conditions. Listed and special-status species are defined as:

- Listed or proposed for listing under the state or federal Endangered Species acts;
- Protected under other regulations (e.g. Migratory Bird Treaty Act);
- CDFG Species of Special Concern;
- Listed as species of concern by CNPS or USFWS; or
- Receiving consideration during environmental review under CEQA.

Special-status species were considered for this analysis based on field survey results, a review of the CNDDB database, a review of the USFWS lists for special-status species occurring in the region, and CNPS literature (see Table 4.4-3). Only species that are known to occur, or that potentially occur, in the Specific Plan area and Off-site Infrastructure areas based on the analysis in the tables are discussed further in this Revised Draft EIR. Figures 4.4-5 (Plan area CNDDB) and 4.4-6 (Off-site Infrastructure CNDDB) show results of the CNDDB search.

Table 4.4-3
Listed and Special-Status Species Potentially Occurring in the Specific Plan Area, Specific Plan Area Vicinity, or Off-site Infrastructure Areas

Species	Federal (USFWS)	State (CDFG)	CNPS	Habitat	Potential for Occurrence
PLANTS					
Dwarf downingia *Downingia pusilla*	--	--	2	Vernal pools	**High:** the species is known to occur in the Specific Plan area and may occur in the off-site infrastructure areas.

Table 4.4-3
Listed and Special-Status Species Potentially Occurring in the Specific Plan Area, Specific Plan Area Vicinity, or Off-site Infrastructure Areas

Species	Federal (USFWS)	State (CDFG)	CNPS	Habitat	Potential for Occurrence
Bogg's Lake hedge hyssop *Gratiola heterosepala*	--	E	1B	Vernal pools	**Low:** the disturbed nature of the vernal pools in the Specific Plan area likely precludes the occurrence of this species. Could occur in pools within the off-site infrastructure areas.
Red Bluff dwarf rush *Juncus leiospermus var. Leispermus*	---	---	1B	Vernal pool margins and wet places in chaparral and woodlands	**Low:** the disturbed nature of the vernal pools in the Specific Plan area likely precludes the occurrence of this species. Could occur in pools within the off-site infrastructure areas.
Legenere *Legenere limosa*	--	---	1B	Vernal pools	**Low:** the disturbed nature of the vernal pools in the Specific Plan area likely precludes the occurrence of this species. Could occur in pools within the off-site infrastructure areas.
Sacramento Orcutt grass *Orcuttia viscida*	E	E	1B	Vernal pools	**Unlikely:** the relatively shallow and disturbed nature of the vernal pools in the Specific Plan area likely precludes the occurrence of this species.
Slender Orcutt grass *Orcuttia tenuis*	T	E	1B	Vernal pools	**Unlikely:** the relatively shallow and disturbed nature of the vernal pools in the Specific Plan area likely precludes the occurrence of this species.
Valley sagittaria *Sagittaria sanfordii*	SC	---	1B	Ditches and other freshwater, perennial features	**Low:** potential habitat occurs in the pond and creeks in the Specific Plan area. Could occur in the off-site infrastructure areas.
Henderson's bentgrass *Agrostis hendersonii*	SC	---	3	Vernal pools	**Low:** the disturbed nature of the vernal pools in the Specific Plan area likely precludes the occurrence of this species. Could occur in pools within the off-site infrastructure areas.
Ahart's dwarf rush *Juncus leiospermus* var. *ahartii*	SC	---	1B	Vernal pools	**Low:** the disturbed nature of the vernal pools in the Specific Plan area likely precludes the occurrence of this species. Could occur in pools within the off-site infrastructure areas.
Pincushion navarrettia *Navarretia leucocephala*	---	---	1B	Vernal pools	**Low:** the disturbed nature of the vernal pools in the Specific Plan area likely precludes the occurrence of this species. Could occur in pools within the off-site infrastructure areas.
Hartweg's golden sunburst *Pseudobahia bahiaefolia*	E	E	1B	Foothills, woodlands, clay grasslands	**Low:** the disturbed nature of the vernal pools in the Specific Plan area likely precludes the occurrence of this species. Could occur in pools within the off-site infrastructure areas**.**
California hibiscus *Hibiscus californicus*	---	---	2	Marsh, riparian	**Unlikely:** due to absence of suitable habitat.
Big-scale balsamroot *Balsamorhiza macrolepis*	---	---	1B	Cismontane woodland, valley/foothill grassland	**Unlikely:** due to disturbed nature of Specific Plan area habitat.
INVERTEBRATES					
Vernal pool tadpole shrimp *Lepidurus packardi*	E	---	---	Vernal pools, some seasonal wetlands	**High:** the species is known to occur in the Specific Plan area and may occur in the off-site infrastructure areas.

Table 4.4-3
Listed and Special-Status Species Potentially Occurring in the Specific Plan Area, Specific Plan Area Vicinity, or Off-site Infrastructure Areas

Species	Federal (USFWS)	State (CDFG)	CNPS	Habitat	Potential for Occurrence
Vernal pool fairy shrimp *Branchinecta lynchi*	T	---	---	Vernal pools, some seasonal wetlands	**High:** the species is known to occur in the Specific Plan area and may occur in the off-site infrastructure areas.
California linderiella *Linderiella occidentalis*	SC	---	---	Vernal pools, some seasonal wetlands	**High:** the species is known to occur in the Specific Plan area and may occur in the off-site infrastructure areas.
Valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	T	---	---	Elderberry shrubs	**Low:** although not observed, shrubs could occur in the Specific Plan area in Dry Creek and off-site infrastructure areas. Within the Specific Plan area, this species is not expected to be adversely affected by project activities.
FISH					
Chinook salmon (fall/late fall run) *Oncorhynchus tshawytscha*	P	CSC	---	Sacramento River and its perennial tributaries below Keswick Dam	**High:** due to the fact that the Dry Creek corridor is considered potential habitat for this species. However, there is a lack of perennial watercourses in the developable Specific Plan area. Could occur in appropriate habitats within the off-site infrastructure areas.
Central Valley steelhead *Oncorhynchus mykiss*	T	---	---	Sacramento River and its perennial tributaries	**High:** due to the fact that the Dry Creek corridor is considered potential habitat for this species. However, there is a lack of perennial watercourses in the developable Specific Plan area. Could occur in appropriate habitats within the off-site infrastructure areas.
AMPHIBIANS/REPTILES					
Western spadefoot toad *Spea (=Scaphiopus) hammondii*	SC	CS C	---	Grasslands with seasonal breeding pools	**Unlikely:** although vernal pools occur in the Specific Plan area and off-site infrastructure areas, the disturbed nature of the land (i.e. active cultivation), degraded condition of these habitats, and lack of CNDDB records, likely precludes the occurrence of this species.
California tiger salamander *Ambystoma californiense*	C	CSC	---	Valley-foothill grasslands with suitable breeding pools	**Unlikely:** the disturbed nature of the vernal pools, degraded condition of these habitats in the Specific Plan area and off-site infrastructure areas likely precludes presence of this species.
Western pond turtle *Emys (=Clemmys) marmorata*	SC	CSC	---	Permanent water bodies with basking sites such as logs and rocks	**Medium:** although not observed, potential habitats occur in the on-site stock ponds and creeks. Could occur in appropriate habitats in the off-site infrastructure areas; however, there are no historical records known for Placer County.
California horned lizard *Phrynosoma coronatum frontale*	---	CSC	---	Valley-foothill woodlands and riparian habitats with annual grasslands	**Low:** the disturbed nature of the Specific Plan area likely precludes presence of this species, although the species could occur in appropriate habitats in the off-site infrastructure areas.
Giant garter snake *Thamnophis gigas*	T	T	---	Perennial water bodies with sufficient cover vegetation	**Low:** due to the lack of suitable habitat in the Specific Plan area. Could occur in association with the off-site infrastructure areas to the Sacramento River or the SRWTP, remaining off-site infrastructure areas are outside known range of this species.

Table 4.4-3
Listed and Special-Status Species Potentially Occurring in the Specific Plan Area, Specific Plan Area Vicinity, or Off-site Infrastructure Areas

Species	Federal (USFWS)	State (CDFG)	CNPS	Habitat	Potential for Occurrence
BIRDS					
Bald eagle *Haliaeefus leucocephalus*	T	---	---	Large open water bodies with suitable wintering sites (large trees)	**Unlikely:** due to the lack of suitable habitat in the Specific Plan area and off-site infrastructure areas.
Burrowing owl *Athene cunicularia*	MBTA	CSC	---	Grasslands with friable soils for burrowing	**Medium:** potential habitat occurs throughout the Specific Plan area. Could occur in appropriate habitats within the off-site infrastructure areas.
Swainson's hawk *Buteo swainsoni*	MBTA	T	---	Large trees, riparian woodlands and open grasslands/ agricultural fields for foraging	**High:** potential foraging habitat occurs throughout the Specific Plan area and off-site infrastructure areas. One raptor nest was observed along the seasonal marsh drainage in the south-central portion of the Specific Plan area - likely red-tailed hawk nest. A Swainson's hawk nest has, however, been observed off-site in the area north of Baseline Road.
Little willow flycatcher *Empidonax traillii brewsteri*	SC	---	---	Open river valleys or large mountain meadows with lush growth	**Medium**: may occur as a migrant species. Not expected to nest.
Bank swallow *Riparia riparia*	MBTA	T	---	Fine-textured siltaceous or sandy vertical banks along rivers	**Unlikely**: due to the lack of suitable habitat in the Specific Plan area and off-site infrastructure areas.
Tricolored blackbird *Agelaius tricolor*	MBTA	CSC	---	Freshwater marsh and blackberry brambles	**Medium**: suitable habitats occur in the seasonal marsh corridor in the south-central portion of the Specific Plan area. Could occur in appropriate habitats in the off-site infrastructure areas.
Herons and Egrets (including white-faced ibis and black-crowned night heron)	MBTA	*(rookery)	---	Marshlands and ponds	**Medium**: could forage in on-site ponds but has not been observed. No nest sites (rookeries) found in the Specific Plan area. Could occur in appropriate habitats in the off-site infrastructure areas.
Raptors (hawks, owls, falcons)	MBTA	CSC (some)	---	Large trees, riparian woodlands and open grasslands for foraging	**High:** potential habitat occurs throughout the Specific Plan area. Red-tailed hawks were observed foraging and one nest was observed along the seasonal marsh drainage in the south-central portion of the Specific Plan area. Likely occurs in appropriate habitats in the off-site infrastructure areas.
Prairie falcon *Falco mexicanus*	---	CSC	---	Grassland	**High:** expected to winter and forage, but not nest.
Ferruginous hawk *Buteo regalis*	SC	CSC	---	Grassland	**High:** expected to winter and forage, but not nest.
Merlin *Falco columbarius*	---	CSC	---	Grassland, woodland	**High:** expected to winter and forage, but not nest.
Golden eagle *Aquila chrysaetos*	---	CSC	---	Grassland	**Medium:** foraging **Low**: nesting
Short-eared owl *Asio flammeus*	---	CSC	---	Marsh, grassland	**High:** wintering **Low**: nesting
Loggerhead shrike *Lanius ludovicianus*	---	CSC	---	Grassland, woodland	**High:** expected to occur on site and potentially nest.
Northern harrier *Circus cyaneus*	---	CSC	---	Marsh, grassland	**High:** expected to forage and potentially nest on site.

Table 4.4-3
Listed and Special-Status Species Potentially Occurring in the Specific Plan Area, Specific Plan Area Vicinity, or Off-site Infrastructure Areas

Species	Federal (USFWS)	State (CDFG)	CNPS	Habitat	Potential for Occurrence
Horned lark *Eremophila alpestris actia*	---	CSC	---	Grassland, agricultural land	**Medium:** expected to forage, but not next.
Grasshopper sparrow *Ammodramus savannarum*	---	---	---	Grassland	**Low**: may potentially occur on site and nest.
Long-billed curlew *Numenius americanus*	FSC	CSC	---	Grassland, pasture	**Medium:** wintering, but not nest
Yellow warbler (*Dendroica petechia brewsteri*)	---	CSC	---	Prefers willows, cottonwoods, aspens, sycamores, and alder. Also nests in montane shrubbery in open conifer forests.	**High:** riparian area along Dry Creek during spring and fall migration
California black rail (*Laterallus jamaicensis coturniculus*)	---	T	---	Salt marshes bordering larger bays	**Low:** may be present all year, The Specific Plan area supports limited habitat, which is restricted to emergent marshes and emergent vegetation within drainages.
Cooper's hawk (*Accipiter cooperii*)	---	CSC	---	Riparian growths of deciduous trees, as in canyon bottoms on river flood-plains, live oaks	**Medium:** uncommon during the nesting season, migration and wintering; the riparian area along Dry Creek represents potential foraging and nesting habitat.
Sharp-shinned hawk (*Accipiter striatus*)	---	CSC	---	Ponderosa pine, black oak, riparian deciduous, mixed conifer, and Jeffrey pine habitats. Prefers riparian areas.	**Medium:** uncommon migrant and wintering species; the riparian area along Dry Creek represent potential foraging habitat.
MAMMALS					
Bats (Townsend's big-eared, small-footed, long-eared, fringed, long-legged, and Yuma)	SC	CSC	---	Forests and woodlands with sources of water for feeding; maternity roosts in a variety of protected areas (e.g. rock crevices, caves, buildings, mine shafts, etc.)	**Low:** no potential maternity roost sites were found during reconnaissance, although these species could forage in the Specific Plan area and off-site infrastructure areas. May roost in limited areas within the off-site infrastructure areas.

E = Endangered T = Threatened P = Proposed SC = Species of concern C = Candidate to become a proposed species
CSC = Species of concern in California MTBA = Migratory Bird Treaty Act * = CDFG "Special Animal"
1B = Plants rare, threatened, or endangered in California and elsewhere 2 = Plants considered rare in California, but common elsewhere.
*CNPS is a non-profit organization that works closely with CDFG throughout the state. CNPS-developed information serves as an important source of data for consideration by CDFG and USFWS in recommendations for listing state or federal threatened and endangered plant species.
Source: Foothill Associates, 2001 and ECORP, 2004.

SPECIAL-STATUS PLANTS

Of the seven special-status plants evaluated for this assessment, six typically occur in vernal pool habitats (i.e., dwarf downingia, Boggs Lake hedge-hyssop, Red Bluff dwarf rush, legenere, Sacramento Orcutt grass, and slender Orcutt grass). However, due to either their shallow depth or disturbed nature (due to either historical or active cultivation), and the lack of CNDDB records, their potential for occurrence in vernal pools in the Specific Plan area has been deemed

low except for dwarf downingia, which has been found on the project site and is classified as having a high potential for occurence. These species could also occur in pools within the off-site infrastructure areas. Valley sagittaria is a special-status plant species that is also unlikely to occur in the Specific Plan area, given the lack of observations, CNDDB records, and the limited habitat values of on-site stock ponds. This species could also occur in appropriate habitats in the off-site infrastructure areas. During years 2003 through 2005, ECORP Consulting conducted rare plant surveys targeting wetland-inhabiting special-status plants on approximately 1,865 acres of properties surveyed (i.e., Ownership Units 4, 15, 12a, 12b, 7, and 19) with negative results (see Figure 3-11).

SPECIAL-STATUS WILDLIFE

Invertebrates

California linderiella, a special concern species, vernal pool fairy shrimp, and vernal pool tadpole shrimp (both listed species) are associated with vernal pools and require inundation to complete their life cycle. The vernal pools occurring throughout the Specific Plan area are marginal, but still could support these species. The pools in the off-site infrastructure areas represent potential habitat for these species. As discussed above, determinate dry season surveys, according to USFWS protocol, conducted on approximately eight hundred acres of the properties surveyed, have yielded *fairy shrimp* cysts (presumed to be *Branchinecta lynchi*) and *tadpole shrimp* cysts on Ownership Unit 3, and (again presumed) *B. lynchi* cysts on Ownership Unit 10 (see Figure 3-11).

Valley elderberry longhorn beetle (VELB) is a federally-listed, threatened species that occurs in association with elderberry shrubs, where it completes its life cycle. Elderberry shrubs were not observed in the Specific Plan area, but could occur in the Dry Creek riparian area. There is a potential for elderberry shrubs to occur in the off-site infrastructure areas, and elderberry shrubs could be disturbed by Specific Plan projects such as construction of trails and widening of Watt Avenue.

Amphibians and Reptiles

Of the five special-status amphibian and reptile species evaluated for this assessment, Northwestern pond turtle is the only species that is likely to occur in the Specific Plan area. Since this species was not observed during reconnaissance surveys, this species potential to occur in the on-site ponds has been deemed low. The remaining species are not expected to occur in the Specific Plan area due to the lack of suitable habitats or degraded conditions. However, these species could occur in appropriate habitats in the off-site infrastructure areas.

Birds

Four special-status bird species (Swainson's hawk, tricolored blackbird, burrowing owl, and California black rail) could occur in the Specific Plan area and are of particular concern. Swainson's hawks prefer agricultural fields adjacent to nest sites for foraging. Due to the

proximity of the Specific Plan area to known nest sites, this species could forage throughout the Specific Plan area as well as nest in select trees. Tricolored blackbirds prefer marsh habitats and are known to nest in blackberry brambles in the Central Valley. Because these habitats are present in the Specific Plan area, the species could nest here, although these habitats are now part of the open space design for the Specific Plan area. Common raptors, such as red-tailed hawks, were observed foraging in the Specific Plan area. One raptor nest was found in a small tree along the seasonal marsh drainage in the southern portion of the Specific Plan area; therefore, raptors could nest in the Specific Plan area, as well as the off-site infrastructure areas.

Other species that could occur include Loggerhead shrike, which is resident in the Central Valley. Loggerhead shrike use small trees and shrubs within open grassland and agricultural settings as nesting territories. The California horned lark winters throughout the Central Valley, including western Placer County. However, this subspecies nests in San Joaquin Valley and Coast Range open grassland communities and is not expected to nest in western Placer County. Horned larks that nest on the Valley floor in western Placer County are comprised of the "ruddy" subspecies (*E. a. rubea*), which are not considered a special-status species. Long-billed curlews are winter visitants to the Central Valley, including western Placer County. They do not nest in this region. They can be found foraging within open grassland and agricultural settings throughout the Central Valley during winter. Herons and egrets could also forage in the area; however, although both are protected under the MBTA, neither is a special species of concern, unless a rookery (nest site) is present. No rookeries were observed during field surveys.

Mammals

The only special-status mammals that could occur in the Specific Plan area are bats. Townsend's big-eared bat, small-footed myotis, long-eared myotis, fringed myotis, long-legged myotis, and Yuma myotis prefer arid upland areas in California in a wide variety of habitats including arid wooded and brushy uplands near water. These species feed on moths, flies, and beetles. The Specific Plan area and off-site infrastructure areas provides suitable foraging opportunities for these species; however, no potential maternity roost sites were found during the survey, and these species are not expected to breed in the Specific Plan area, but could breed within the off-site infrastructure areas.

SPECIAL-STATUS FISH

Chinook salmon (spring-run, fall-run, late fall-run, and winter run) and steelhead require cold, clean water flowing over a gravel bottom in order to successfully reproduce. These species are known to occur in the Sacramento River and many of its tributaries below Keswick Dam in Shasta County. Neither winter-run nor spring-run Chinook salmon use the Dry Creek system. Fall-run salmon and steelhead use of upstream portions of the Dry Creek system (i.e., Miners Ravine and Secret Ravine) indicates that these species migrate through that portion of Dry Creek adjacent to the Specific Plan area. However, no habitat for these species occurs in the developable portion of the Specific Plan area. These species could occur in appropriate habitat in off-site infrastructure areas (utility line and roadway crossings); however, project proponents

Mitigation Measure

Implementation of the following mitigation measure will substantially lessen loss of Swainson's hawk foraging habitat, but will not mitigate the impact to a less than significant level. Although the measure would ensure that similar foraging habitat is preserved elsewhere in the county, properties surveyed would still be converted to urban uses, so there would be a net reduction in available foraging habitat. It would not be feasible to restore or create new foraging habitat to completely offset the development.

Mitigation Measure 4.4-1 above requires preservation of off-site foraging habitat at ratios recommended by the CDFG: 1:1 for each acre lost within one mile of a nest, 0.75:1 for each acre lost within one to five miles of a nest, and 0.5:1 for each acre lost within five to ten miles of a nest. Because new nests could be established in closer proximity to surveyed properties surveyed, which would affect the amount of acreage that must be preserved, Mitigation Measure 4.4-1 would also require new nesting surveys as development proposals within surveyed properties surveyed are implemented.

Because Mitigation Measure 4.4-1 calls for preservation of open space at a 1:1 ratio, the highest ratio required for Swainson's hawk mitigation, CDFG recommendations would likely be met entirely by Mitigation Measure 4.4-1.

Mitigation Measure 4.4-1 also requires that any Swainson's hawk nesting trees that are removed be replaced at a 15:1 ratio in areas suitable for Swainson's hawk foraging and nesting. This measure would ensure that there is "no net loss" of nesting trees over time. The impact due to loss of foraging habitat will remain *significant and unavoidable*; however, the impact to nests is *less than significant*:

4.4-6 *Implement Mitigation Measure 4.4-1 as it pertains to Swainson's hawk foraging habitat and nesting trees.*

See Impact 4.4-10 for impacts on oak trees. See Impact 4.4-8 for impacts on other nesting raptors.

4.4-7 Development could result in removal of nesting and foraging habitat for non-raptor special status bird species.

Numerous non-raptor special status bird species, including tricolored blackbird and black rail, could nest and forage within sections of the Specific Plan area. Tricolored blackbirds are protected under the MBTA and the California black rail is State listed as well as protected under the MBTA. Destruction of active nests is considered a violation of the MBTA, and consequently, impacts to nesting special-status birds would be considered ***potentially significant***.

Mitigation Measure

The following measure would reduce the destruction and/or disturbance of nests to a *less than significant level.*

4.4-7 *Prior to construction activities, a focused survey for non-raptor special status bird nests and/or nesting colonies shall be conducted by a qualified biologist within 30 days prior to the beginning of construction activities in order to identify active nests within the construction area. If active nests are found, no construction activities shall take place within five hundred feet of the nest and/or nesting colony until the young have fledged. The biologist shall consult with the CDFG, particularly with respect to vegetation removal as a result of project construction. If no active nests and/or nesting colonies are found during the focused survey, no further mitigation will be required.*

This measure would ensure that nests and/or nesting colonies are avoided when active, so that eggs and young would be protected. Once the young have fledged their nests, the nests can be removed without harm to the birds.

4.4-8 Construction activities could destroy active nests or disturb nesting raptors.

Raptors, including red-tailed hawk and great horned owl, are likely to nest within the Specific Plan area. One potentially active raptor nest was found in a small tree along the seasonal marsh area in the south-central portion of the Specific Plan area. Other nests could be established over time. If an active nest is located in a tree slated for removal or pruning, the nest could be lost and the eggs and/or young could be destroyed. Specific Plan implementation could result in removal of nest trees. All raptors are protected under the MBTA and Section 3503.5 of the California Fish and Game Code, and destruction of active raptor nests is considered a violation of this code and the MBTA. In addition, construction activities near active nests could disturb nesting raptors, and even result in the abandonment of a nest. Consequently, construction near trees containing active nests would be considered a ***potentially significant impact***.

Mitigation Measure

Implementation of the following mitigation measure would reduce the potential disturbance of nesting raptors to a *less than significant level:*

4.4-8 *When construction is proposed during the raptor breeding season (March to early September), a focused survey for raptor nests shall be conducted within 30 days prior to the beginning of construction activities by a qualified biologist in order to identify active nests on-site. If active nests are found, no construction activities shall take place within five hundred feet of the nest until the young have fledged. Trees containing nests shall be removed during the non-breeding season (late September to March). If no active nests are found during the focused survey, no further mitigation will be required. This measure will ensure that active nests are not moved or substantially disturbed during the*

Therefore, removal of raptor foraging habitat would be considered a ***less than significant impact.***

Mitigation Measure

No mitigation measures are required.

4.4-2I Installation and maintenance of infrastructure within off-site infrastructure areas could remove habitat for non-raptor special status bird species.

Non-raptor special status bird species, such as tricolored blackbird and California black rail, could nest within the off-site infrastructure areas. Tricolored blackbirds are protected under the MBTA and the California black rail is State listed as well as protected under the MBTA. Destruction of active nests of special status bird species is considered a violation of the MBTA, and, consequently, impacts to nesting special-status birds would be considered ***potentially significant***.

Mitigation Measure

The following measure would reduce the destruction and/or disturbance of nests and/or nesting colonies to a less than significant level. Placer County can and will require this measure of Specific Plan-related infrastructure within Placer County. However, some of the project infrastructure improvements would be located in and under the jurisdiction of Sutter County, Sacramento County, and/or the City of Roseville, and Placer County cannot compel these jurisdictions to adopt or implement mitigation measures. Therefore, for purposes of Placer County as the CEQA lead agency, the potential impact on nesting birds will have to be considered *significant and unavoidable*. However, at the time of Specific Plan consideration, the Placer County Board of Supervisors will likely find that the following mitigation should be adopted by the other jurisdictions (see CEQA Guidelines Section 15091(a)(2)).

4.4-21 *If installation of infrastructure is proposed in areas where identified non-raptor special-status bird species may occur, a focused survey for non-raptor special-status bird nests and/or nesting colonies shall be conducted by a qualified biologist within 30 days prior to the beginning of construction activities by a qualified biologist in order to identify nests within the construction area. If active nests and/or nesting colonies are found, no construction activities shall take place within five hundred feet of the nest and/or nesting colony until the young have fledged and the biologist has consulted with the CDFG, particularly with respect to vegetation removal as a result of installation of project infrastructure. If no active nests are found during the focused survey, no further mitigation will be required.*

This measure would ensure that bird nests are avoided when active, so that eggs and young would be protected. Once the birds have left their nests, the nests can be removed without harm to the birds. Similar measures could be implemented by Sutter County,

Sacramento County, and/or the City of Roseville, if needed, to protect nesting non-raptor special status bird species.

4.4-22 Installation and maintenance of infrastructure within off-site infrastructure areas could destroy active raptor nests or disturb nesting raptors.

Raptors, including red-tailed hawk and great horned owl, could nest in the off-site infrastructure areas. Raptors are protected under the MBTA and Section 3503.5 of the California Fish and Game Code, and destruction of active raptor nests is considered a violation of this code and the MBTA. Consequently, impacts to nesting raptors and migratory birds would be considered ***potentially significant***.

Mitigation Measure

The following measure would reduce the destruction and/or disturbance of raptor nests to a less than significant level. Placer County can and will require this measure of Specific Plan-related infrastructure within Placer County. However, some of the project infrastructure improvements would be located in and under the jurisdiction of Sutter County, Sacramento County, and/or the City of Roseville, and Placer County cannot compel these jurisdictions to adopt or implement mitigation measures. Therefore, for purposes of Placer County as the CEQA lead agency, the potential impact on nesting raptors will have to be considered *significant and unavoidable***.** However, at the time of Specific Plan consideration, the Placer County Board of Supervisors will likely find that the following mitigation should be adopted by the other jurisdictions (see CEQA Guidelines Section 15091(a)(2)).

4.4-22 *Implement Mitigation Measure 4.4-8, which requires nesting surveys prior to construction, so if raptor nests are present in the off-site infrastructure areas, they will be detected. This measure also prohibits construction activities within five hundred feet of a nest, so that nesting raptors will not be disturbed. Once the young have fledged, the nests can be removed, because the raptors would then establish nests in a new area. Therefore, with implementation of this measure, the impact on nesting raptors would be less than significant. Similar measures could be implemented by Sutter County, Sacramento County and/or the City of Roseville, if needed, to protect nesting raptors.*

4.4-23 Installation and maintenance of infrastructure within off-site infrastructure areas could harm or destroy the California horned lizard.

Potential habitat for California horned lizard could occur in the off-site infrastructure areas. Removal of potential habitat for this species could reduce their numbers, which would be considered a ***potentially significant impact.***

Mitigation Measure

The following measure would reduce the harm to or destruction of California horned lizard to a less than significant level. Placer County can and will require this measure of Specific Plan-

4.7

Transportation and Circulation

4.7 TRANSPORTATION AND CIRCULATION

PLANNED TRANSPORATION IMPROVEMENTS

The following revisions are made to the discussion of planned transportation improvements (pages 4.7-21 through 4.7-34 of the Revised Draft EIR):

- **Existing Conditions Roadway Improvements.** The Existing No Project conditions assumed only the existing roadway network. The analysis of the Existing Plus Project conditions assumed that all the internal roadways in the proposed Specific Plan area would be fully implemented, including the widening of Baseline Road and Watt Avenue to six lanes, but no off-site improvements were assumed other than the widening of Baseline Road to east of Fiddyment Road and Watt Avenue south of the Specific Plan area. The internal roadway network of the Specific Plan is discussed later in this section.

- **Roadway Improvements under Cumulative No Project Conditions.** The analysis of the No Project Alternative under Cumulative conditions assumed roadway improvements that are planned to be constructed by 2025, including all the new roadways and roadway improvements in the *Placer County General Plan EIR*, Placer County CIP and SACOG MTP that would be implemented by 2025.

  The *Dry Creek/West Placer Community Plan* calls for the eventual closure of PFE Road west of Cook Riolo Road. However, based on discussions with Placer County, the analysis of Cumulative conditions assumed that this roadway would remain open.

  The preliminary Sierra Vista Specific Plan proposes 11,000 dwelling units. This analysis assumed that the entire Sierra Vista Specific Plan area would be developed by 2025. The preliminary Sierra Vista Specific Plan proposes to extend Watt Avenue north and extend West Side Drive to East Dyer Lane. Pleasant Grove Boulevard would be extended to Watt Avenue and a new road parallel to Baseline Road would be built between Watt Avenue and Fiddyment Road. The Sierra Vista project would widen both Baseline Road and Fiddyment Road to six lanes along its frontage.

  For Sacramento County, improvements contained in SACOG's MTP were assumed. This includes the widening of Elverta Road from two lanes to four lanes from Rio Linda Boulevard to Watt Avenue. This also includes the widening of Watt Avenue and Walerga Road from two lanes to four lanes from Elverta Road to the Placer County line.

  Under Cumulative No Project conditions, about half of the potential 17,500 dwelling units that could be constructed in the South Sutter County Specific Plan area under the County's recently passed Measure M were assumed. That level of development would require improvements to local roadways, including Riego Road. Under Cumulative No Project conditions, those improvements contained in SACOG's MTP were assumed, including an interchange at Riego Road and Hwy 70/99, and the widening of Riego Road from two lanes to six lanes from Hwy 70/99 to the Placer County line. Federal and State regulations require

that the MTP be "financially constrained" and contain a set of transportation improvements that have realistic funding sources. SACOG's MTP assumed that improvements to Riego Road and other roadways in south Sutter County would be funded primarily by development in that area.

As discussed later in this section, the City of Roseville has requested that traffic impacts under Cumulative conditions within the City of Roseville be evaluated using their 2020 Travel Demand Model, which was used for the development of the City's CIP. Therefore, the analysis of the Cumulative No Project scenario in the City of Roseville assumed the improvements contained in Roseville's CIP. The City of Roseville has adopted a Traffic Mitigation Fee that, in conjunction with other identified funding sources, will fully fund these improvements.

A planning level signal warrant analysis was conducted for the Cumulative (2025) No Project scenario to define the locations where traffic signals should be assumed. This analysis indicates that the following intersections should be signalized by 2025:

- Watt Avenue and PFE Road
- Baseline Road and new roadway in proposed Sierra Vista Specific Plan area (across from 9th Street in Placer Vineyards Specific Plan area)
- Baseline Road and new roadway in proposed Sierra Vista Specific Plan area (across from East Dyer Lane in Placer Vineyards Specific Plan area)
- Locust Road and Baseline Road
- Brewer Road and Baseline Road
- Palladay Road and Baseline Road
- Pleasant Grove Road (S) and Baseline/Riego Road
- Pleasant Grove Road (N) and Riego Road
- Hwy 70/99 interchange ramps and Riego Road
- Hwy 70/99 interchange ramps and Elverta Road
- 16th Street and Elverta Road
- Cook Riolo Road and PFE Road

FUTURE DEVELOPMENT ASSUMPTIONS

The revised future development assumptions are shown in Revised Table 4.7-15, which shows the assumptions for the Cumulative No Project scenario.

Revised Table 4.7-15
Development Assumptions in Key Areas – 2025 No Project Scenario

Area		Dwelling Units	Floor Area (1,000 square feet)			College Enrollment
			Retail	Office	Industrial	
Placer Vineyards Specific Plan Area		261[1]	0	0	0	0
Roseville	General Plan Area	60,002	14,400	15,319	17,401	
	MOU Remainder Area	14,154	780	584	0	

Revised Table 4.7-15 Development Assumptions in Key Areas – 2025 No Project Scenario						
Area		**Dwelling Units**	**Floor Area (1,000 square feet)**			**College Enrollment**
			Retail	**Office**	**Industrial**	
Rocklin	General Plan Area	28,606	4,586	2,848	6,494	23,000
Lincoln	General Plan Area SOI Expansion Area	22,123 15,000	2,948 1,875	3,622 4,000	8,161 0	5,000
Placer Ranch		6,758	900	2,213	1,387	25,000
Remainder Sunset Industrial Area		0	357	912	7,851	
Regional University		4,387	215	75	0	6,000
Riolo Vineyards		949	88	0	0	
South Sutter Specific Plan Area		8,750	1,094	750	1,500	
Total		**160,990**	**27,243**	**30,323**	**42,794**	**59,000**
Source: DKS Associates, 2006						

EXISTING PLUS PROJECT CONDITIONS

There are no changed impact conclusions under Existing Plus Project Conditions.

4.7-2 The proposed Specific Plan would increase daily traffic volumes on study area roadways in unincorporated Placer County.

As discussed earlier in this section, the analysis of Existing Plus Project conditions assumed that all the internal roadways to the proposed Specific Plan area would be fully implemented, including the widening of Baseline Road and Watt Avenue to six lanes. No other off-site improvements were assumed.

Figure 4.7-10 shows the average daily traffic volumes on unincorporated Placer County roadways within the study area under Existing Plus Project conditions.

It should be noted that the new roadways in the Specific Plan area would provide new travel routes for existing traffic and change some travel patterns. For example, the extension of Dyer Lane from Watt Avenue to the northeast to connect to Baseline Road would divert some existing traffic from Watt Avenue north of Dyer Lane and from Baseline Road east of Watt Avenue. The new roadways in the Specific Plan would also divert some existing traffic from portions of PFE Road and Walerga Road. These traffic diversions would offset some of the increase in traffic from the proposed Specific Plan.

It should also be noted that the traffic volume forecasts are not based on a simple layering or adding of assumed project-generated traffic volumes onto existing traffic counts. Rather, the County's Travel Demand Model is used to predict how travel patterns would change if the Specific Plan land uses are added to existing land uses. The model redistributes trips and can cause traffic to decrease at some locations fairly distant from the Specific Plan area. The travel model also accounts for traffic congestion and can divert some trips to less congested roadways based on travel times between origins and destinations.

A roadway segment Level of Service analysis for the unincorporated Placer County roadways is presented in Revised Table 4.7-16. This analysis indicates that full development of the Specific Plan under existing conditions would cause impacts on the following Placer County roadway segment:

a. Level of Service on the segment of Walerga Road from Baseline Road to PFE Road would remain LOS "D" but the proposed project would increase the traffic volume and volume-to-capacity ratio on this segment.

This is considered a ***significant impact.***

Revised Table 4.7-16
Roadway Segment Levels of Service – Unincorporated Placer County
Existing Plus Project Conditions

Roadway	Segment	Existing Conditions			Existing Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Baseline Road	East of County Line	2	10,100	A	6	14,400	A
Baseline Road	East of Locust Road	2	10,100	A	6	14,500	A
Baseline Road	East of Brewer Road	2	10,100	A	6	16,200	A
Baseline Road	East of Palladay Road	2	10,100	A	6	21,500	A
Baseline Road	East of 16th Street	2	10,400	B	6	22,400	A
Baseline Road	East of 12th Street	2	10,400	B	6	26,800	A
Baseline Road	East of Watt Avenue	2	12,600	B	6	29,900	A
Baseline Road	East of Dyer Lane	2	12,600	B	6	31,600	A
Walerga Road	South of Baseline Road	2	14,900	D	2	15,600	**D**
Walerga Road	North of PFE Road	2	14,900	D	2	15,100	**D**
Watt Avenue	South of Baseline Road	2	7,100	A	6	11,000	A
Watt Avenue	South of Dyer Lane	2	7,100	A	6	38,300	C
PFE Road	East of Watt Avenue	2	4,700	A	2	8,200	A
PFE Road	East of Walerga Road	2	7,200	A	2	9,100	A
Locust Road	South of Baseline Road	2	1,000	A	2	1,000	A
Locust Road	North of county line	2	1,000	A	2	5,700	A
Palladay Road	South of Baseline Road	2	500	A	2	6,700	A
Palladay Road	North of Dyer Lane	2	500	A	2	1,200	A
Palladay Road	North of County Line	2	500	A	2	3,900	A
Dyer Lane (W)	South of Baseline Rd				4	7,900	A
Dyer Lane	South of Town Center Dr				4	4,300	A
Dyer Lane	West of 16th Street				4	9,900	A
Dyer Lane	West of Tanwood Avenue				4	4,100	A
Dyer Lane	West of Watt Avenue				4	8,100	A
Dyer Lane (E)	South of Baseline Road				4	3,200	A
16th Street	South of Baseline Road				4	5,500	A
16th Street	South of Dyer Lane				4	11,500	A
14th Street	South of Baseline Road				2	4,300	A
12th Street	South of Baseline Road				4	6,100	A

Revised Table 4.7-I6 Roadway Segment Levels of Service – Unincorporated Placer County Existing Plus Project Conditions							
Roadway	**Segment**	**Existing Conditions**			**Existing Plus Project Conditions**		
		Lanes	**ADT**	**LOS**	**Lanes**	**ADT**	**LOS**
A Street	East of Dyer Lane				2	2,600	A
A Street	West of 16th Street				2	4,600	A
A Street	West of Tanwood Avenue				2	4,200	A
A Street	West of Watt Avenue				4	14,000	A
A Street	West of Dyer Lane				2	4,300	A
Town Center Dr	East of Dyer (W) Street				2	2,400	A
Town Center Dr	West of 16th Street				2	4,600	A
Town Center Dr	West of Tanwood Avenue				2	9,300	A
Town Center Dr	West of Watt Avenue				2	9,800	A
Town Center Dr	West of Dyer Lane (E)				2	1,600	A
Town Center Dr	West of Walerga Road				2	3,700	A
Notes: ADT = average daily traffic. Significant impacts are highlighted in bold letters "Blank" = Roadway does not exist under this scenario. Source: DKS Associates, 2006.							

Mitigation Measures

Implementation of the following mitigation measures would reduce these impacts to a *less than significant level:*

4.7-2a *Developers of property within the Placer Vineyards Specific Plan area shall be responsible for the project's fair share of all feasible physical improvements necessary and available to reduce the severity of the project's significant transportation-related impacts, as identified in this traffic analysis, consistent with the policies and exceptions set forth in the Transportation and Circulation Element of the 1994 Placer County General Plan as amended. The project's contribution toward such improvements, which the County recognizes will not be sufficient to mitigate all transportation-related impacts to less than significant levels, may take any, or some combination, of the following forms:*

1. *Construction of roads and related facilities within and adjacent to the boundaries of the Specific Plan area, which may be subject to fee credits and/or reimbursement, coordinated by the County, from other fee-paying development projects with respect to roads or other facilities that would also serve fee-paying development projects other than Placer Vineyards;*

2. *Construction of roads and/or road improvements or other transportation facilities outside the boundaries of the Specific Plan area but within unincorporated Placer County, subject in some instances to future reimbursement, coordinated by the County, from other fee-paying development projects where the roads or*

improvements at issue would also serve fee-paying development projects other than Placer Vineyards;

3. *The payment of impact fees to Placer County in amounts that constitute the Specific Plan's fair share contributions to the construction of transportation facilities to be built or improved within unincorporated Placer County, consistent with the County's CIP;*

4. *The payment of impact fees to the South Placer Regional Transportation Authority (SPRTA) in amounts that constitute the Project's fair share contribution to the construction of transportation facilities funded through fees collected by the SPRTA for Tier 1 and/or Tier 2 projects;*

5. *The payment of other adopted regional impact fees that would provide improvements to roadways, intersections and/or interchanges that are affected by multiple jurisdictions (e.g., Walerga/Fiddyment/Baseline);*

6. *The payment of impact fees to Placer County in amounts that constitute the Specific Plan's fair share contributions to the construction of transportation facilities and/or improvements within the City of Roseville, Sacramento County and/or Sutter County needed in whole or in part because of the Specific Plan, to be made available to the City of Roseville, Sacramento County, and/or Sutter County, if and when those jurisdictions and Placer County enter into an enforceable agreement consistent with Placer County General Plan Policy 3.A.15(c). At the time of issuance of building permits for individual development projects within the Specific Plan area, the County shall collect fair share fee payments for improvements or facilities addressed by its CIP as it exists at that time;*

7. *Developers of property within the Placer Vineyards Specific Plan area shall pay impact fees to Placer County in amounts that constitute the Specific Plan's fair share contributions to the construction of transportation facilities and/or improvements on federal or State highways or freeways needed in part because of the Specific Plan, to be made available to Caltrans if and when Caltrans and Placer County enter into an enforceable agreement consistent with State law and Placer County General Plan Policy 3.A.15; and*

8. *In pursuing a single agreement or multiple agreements with the City of Roseville, Sacramento County, Sutter County, and Caltrans, Placer County shall negotiate in good faith with these other jurisdictions to enter into fair and reasonable arrangements with the intention of achieving, within a reasonable time period after approval of the Placer Vineyards Specific Plan, commitments for the provision of adequate fair share mitigation payments from the Specific Plan for its out-of-jurisdiction traffic impacts and its impacts on federal and State freeways and highways.*

4.7-2b *Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the widening of Walerga Road to four lanes from Baseline Road to PFE Road to provide LOS "A" (V/C 0.43).*

As shown in Revised Table 4.7-16, Walerga Road from Baseline Road to PFE Road currently operates at LOS "D", which does not meet the County's Level of Service standard. The proposed Specific Plan would exacerbate this condition. The widening of Walerga Road to four lanes would improve its capacity to acceptable levels under existing conditions. The County plans to construct this improvement in order to meet increased future traffic levels, and collects fees to fund this and other improvements identified in the County's CIP, regardless of whether the project is constructed. Because this improvement is needed to address existing and future traffic conditions, regardless of whether the proposed project is developed, the project would be required to fund only its fair share of the improvement, either through the fee programs described above, or by constructing the improvement and being reimbursed for the portion that exceeds the project's fair share.

4.7-3 Buildout of the Specific Plan area would increase peak hour traffic volumes on study area intersections in unincorporated Placer County.

There are no new impacts to intersections in Placer County.

4.7-4 Buildout of the Specific Plan area would increase peak hour traffic volumes on study area intersections in the City of Roseville.

There are no new impacts to intersections in the City of Roseville.

4.7-5 Buildout of the Specific Plan area would increase daily traffic volumes on study area roadways in Sacramento County.

Figure 4.7-12 shows the average daily traffic volumes on Sacramento County roadways within the study area under Existing Plus Project conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 4.7-19. This analysis indicates that development of the proposed Specific Plan under existing conditions would cause impacts on the following Sacramento County roadway segments:

a. Level of Service on the two- to four-lane segment of Watt Avenue from the Placer County line to Elverta Road would degrade from LOS "A" to LOS "F."

b. Level of Service on the segment of Watt Avenue from Elverta Road to Antelope Road would degrade from LOS "D" to LOS "F."

c. Level of Service on the segment of Watt Avenue from Antelope Road to Elkhorn Boulevard would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

d. Level of Service on the segment of Watt Avenue from Elkhorn Boulevard to Don Julio Boulevard would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

e. Level of Service on the segment of Elkhorn Boulevard from Walerga Road to I-80 would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

This is considered a ***significant impact.***

The project proposes to widen Watt Avenue from the Placer County line to Elverta Road to six lanes but this improvement is outside the jurisdiction of Placer County. Therefore this roadway was analyzed with the existing (two-lane) conditions.

Mitigation Measure

Implementation of the following mitigation measures would reduce this impact to a *less than significant level.* While implementation of these mitigation measures would reduce this impact to a less than significant level, these improvements lie outside the jurisdiction of Placer County. Sacramento County can and should implement the suggested or similar mitigation measures but may choose not to. If the identified improvements are not made, the roadway segments would continue to operate at an unacceptable level. Therefore, this impact is considered *significant and unavoidable.*

4.7-5a *Implement Mitigation Measure 4.7-2a.*

4.7-5b *Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the following improvements in Sacramento County:*

1. *Widen Watt Avenue to six lanes from the Placer County line to Elverta Road to provide LOS "D" (0.87).*

2. *Widen Watt Avenue to six lanes from Elverta Road to Antelope Road to provide LOS "C" (0.71).*

3. *Widen Watt Avenue to six lanes from Antelope Road to Elkhorn Boulevard to provide LOS "D" (0.90).*

4. *Widen Watt Avenue to six lanes from Elkhorn Boulevard to Don Julio Boulevard to provide LOS "D" (0.87).*

5. *Widen Elkhorn Boulevard to six lanes from Walerga Road to I-80 to provide LOS "E" (0.96)*

Under existing conditions, the proposed project would cause several segments of Watt Avenue in Sacramento County to operate at LOS "F" and increase congestion at other segments that operate

at LOS "F" (see Revised Table 4.7-19). Under cumulative conditions, these segments would all operate at LOS "F" with or without project traffic (see Revised Table 4.7-35). Therefore, the proposed project would be responsible for only a portion of the improvements necessary to achieve acceptable service levels on these segments if and when an appropriate fee mechanism is adopted. The widening of Watt Avenue to six lanes between Don Julio Boulevard and Antelope Road is included in SACOG's MTP.

Revised Table 4.7-19
Roadway Segment Levels of Service – Sacramento County
Existing Plus Project Conditions

Roadway	Segment	Existing Conditions			Existing Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Elverta Road	East of Hwy 70/99	2	5,000	A	2	9,700	A
Elverta Road	East of Rio Linda Boulevard	2	8,000	A	2	14,900	D
Elverta Road	East of 16th Street	2	10,400	A	2	16,600	E
Elverta Road	West of Watt Avenue	2	19,000	F	2	18,800	F
Watt Avenue	North of Elverta Road	4	19,400	A	4[1]	**47,000**	**F**
Watt Avenue	North of Antelope Road	4	28,900	D	4	**38,200**	**F**
Watt Avenue	North of Elkhorn Boulevard	4	37,900	F	4	**48,400**	**F**
Watt Avenue	North of Don Julio Boulevard	4	40,300	F	4	**47,100**	**F**
Watt Avenue	North of Air Base Drive	6	46,700	D	6	49,500	E
Watt Avenue	North of Roseville Road	5	49,200	F	5	48,200	F
Watt Avenue	North of I-80	5	62,600	F	5	61,100	F
Walerga Road	North of Elverta Road	4	24,700	B	4	21,800	B
Walerga Road	North of Antelope Road	4	40,300	F	4	41,100	F
Walerga Road	North of Elkhorn Blvd	4	31,100	D	4	32,900	E
Sorento Road	North of Elverta Road	2	1,200	A	2	2,400	A
Elwyn Road	North of Elverta Road	2	1,000	A	2	5,700	A
Palladay Road	North of Elverta Road	2	500	A	2	3,900	A
16th Street	North of Elverta Road	2	400	A	2	12,000	B
16th Street	South of Elverta Road	2	400	A	2	2,600	A
Dry Creek Road	North of Elkhorn Boulevard	2	8600	A	2	9,100	A
Dry Creek Road	South of Elkhorn Boulevard	2	9000	A	2	10,700	A
Elkhorn Boulevard	East of Watt Avenue	4	25,700	C	4	27,100	C
Elkhorn Boulevard	East of Walerga Road	4	50,300	F	4	**52,100**	**F**

Notes: ADT = average daily traffic. Significant impacts are highlighted in bold letters
[1] Watt Avenue has two lanes from Placer County line to Tourmaline Way, four lanes from Silver Fern Drive to just north of Elverta Road, and six lanes through the its intersection with Elverta Road. The capacity of this segment of Watt Avenue is primarily dictated by its capacity through the Elverta Road intersection.
Source: DKS Associates, 2006.

4.7-6 Buildout of the Specific Plan area would increase peak hour traffic volumes on study area intersections in Sacramento County.

Under Existing Plus Project conditions, no improvements were assumed for Sacramento County intersections in the study area beyond existing conditions. Figure 4.7-8 shows the key study area intersections in Sacramento County. Revised Tables 4.7-21 and 4.7-22 present the intersection Level of Service analysis at these intersections for the a.m. and p.m. peak hour under Existing Plus Project conditions. The traffic volumes and existing lane geometry at each intersection in Revised Tables 4.7-20 and 4.7-21 are shown in Appendix I. This analysis indicates that development of the proposed Specific Plan under existing conditions would cause impacts at the following intersections:

a. **Level of Service at the intersection of Elwyn Avenue and Elverta Road would degrade from LOS "C" to LOS "F" during the a.m. peak hour and from LOS "E" to LOS "F" during the p.m. peak hour.**

b. **Level of Service at the intersection of 16th Street and Elverta Road would degrade from LOS "A" to LOS "F" during the a.m. peak hour and from LOS "A" to LOS "F" during the p.m. peak hour.**

c. **Level of Service at the intersection of Watt Avenue and Antelope Road would degrade from LOS "C" to LOS "F" during the p.m. peak hour.**

d. **Level of Service at the intersection of Walerga Road and Elkhorn Boulevard would degrade from LOS "D" to LOS "F" during the p.m. peak hour.**

e. **Level of Service at the intersection of Watt Avenue and Don Julio Boulevard would degrade from LOS "C" to LOS "F" during the p.m. peak hour.**

f. **Level of Service at the intersection of Watt Avenue and Air Base Drive would degrade from LOS "B" to LOS "F" during the a.m. peak hour, and from LOS "E" to LOS "F" during the p.m. peak hour.**

g. **Level of Service at the intersection of Watt Avenue and Roseville Road would degrade from LOS "E" to LOS "F" during the p.m. peak hour.**

This is considered ***a significant impact.***

Revised Table 4.7-20
A.M. Peak Hour Levels of Service at Study Intersections – Sacramento County
Existing Plus Project Conditions

Intersection		Existing Conditions			Existing Plus Project Conditions		
		Level of Service	LOS Criteria		Level of Service	LOS Criteria	
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]		Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
1 Hwy-99	Elverta Road	A		8.4	D		35.9
2 Sorento Rd	Elverta Road	A		1.8	A		1.9
3 Elwyn Ave	Elverta Road	C		16.2	**F**		**45.4**
4 Palladay Rd	Elverta Road	A		0.3	A		0.3
5 16th Street	Elverta Road	A		1.6	**F**		**140.4**
6 Watt Ave	Elverta Road	A	0.56		D	0.82	
7 Walerga Rd	Elverta Road	D	0.86		D	0.89	
8 Watt Ave	Antelope Road	C	0.73		D	0.87	
9 Walerga Rd	Antelope Road	C	0.73		D	0.85	
10 Dry Creek	Elkhorn Blvd	B	0.60		B	0.60	
11 Watt Ave	Elkhorn Blvd	C	0.76		C	0.83	
12 Walerga Rd	Elkhorn Blvd	B	0.68		B	0.69	
13 Watt Ave	Don Julio Blvd	A	0.51		B	0.65	
14 Watt Ave	Air Base Drive	B	0.63		**F**	**1.01**	
15 Watt Ave	Roseville Rd	D	0.88		E	0.92	
16 Watt Ave	I-80 WB	B		16.6	B		14.7

Notes: Intersection numbers refer to Figure 4.7-8. Significant impacts are highlighted in bold letters
[1] Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.
Source: DKS Associates, 2006.

Revised Table 4.7-2I
P.M. Peak Hour Levels of Service at Study Intersections – Sacramento County
Existing Plus Project Conditions

Intersection		Existing Conditions			Existing Plus Project Conditions		
		Level of Service	LOS Criteria		Level of Service	LOS Criteria	
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]		Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
1 Hwy-99	Elverta Road	A		8.3	B		17.6
2 Sorento Rd	Elverta Road	C		1.0	B		6.7
3 Elwyn Ave	Elverta Road	E		35.6	**F**		**239.7**
4 Palladay Rd	Elverta Road	A		0.2	A		2.2
5 16th Street	Elverta Road	A		2.3	**F**		**199.4**
6 Watt Avenue	Elverta Road	A	0.60		B	0.69	
7 Walerga Rd	Elverta Road	C	0.76		D	0.86	
8 Watt Avenue	Antelope Rd	C	0.77		**F**	**1.09**	
9 Walerga Rd	Antelope Rd	D	0.89		E	0.91	
10 Dry Creek	Elkhorn Blvd	A	0.57		A	0.42	
11 Watt Avenue	Elkhorn Blvd	B	0.70		D	0.83	
12 Walerga Rd	Elkhorn Blvd	D	0.89		**F**	**1.02**	
13 Watt Avenue	Don Julio Blvd	C	0.74		**F**	**1.13**	
14 Watt Avenue	Air Base Drive	E	1.00		**F**	**1.30**	
15 Watt Avenue	Roseville Rd	E	0.97		**F**	**1.04**	
16 Watt Avenue	I-80 WB	B		14.1	B		13.5

Notes: Intersection numbers refer to Figure 4.7-8. Significant impacts are highlighted in bold letters.
[1] Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.
Source: DKS Associates, 2006.

Mitigation Measure

Implementation of the following mitigation measure would reduce this impact to a *less than significant level.* While implementation of this mitigation measure would reduce this impact to a less than significant level, the improvements lie outside the jurisdiction of Placer County. The County of Sacramento can and should implement the suggested or similar mitigation measures but may choose not to. If the identified improvements are not made, the intersections would continue to operate at an unacceptable level. Therefore, this impact is considered *significant and unavoidable.*

4.7-6a *Implement Mitigation Measure 4.7-2a.*

4.7-6b *Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the following intersection improvements in Sacramento County:*

1. *Install a traffic signal to improve the intersection of Elwyn Avenue and Elverta Road to LOS "C" (V/C 0.74) in the a.m. peak hour and LOS "D" (V/C 0.82) in the p.m. peak hour.*

2. *Install a traffic signal to improve the intersection of 16th Street and Elverta Road to LOS "E" (V/C 0.90) in the a.m. peak hour and LOS "D" (V/C 0.87) in the p.m. peak hour.*

3. *Construct a second exclusive left turn lane on the southbound approach to improve the intersection of Watt Avenue and Antelope Road to LOS "E" (V/C 0.93) in the p.m. peak hour.*

4. *Construct a second exclusive right turn lane on the westbound approach to improve the intersection of Walerga Road and Elkhorn Boulevard to LOS "D" (V/C 0.87) in the p.m. peak hour.*

5. *Construct a third northbound through lane to improve the intersection of Watt Avenue and Don Julio Boulevard to LOS "D" (V/C 0.87) in the p.m. peak hour.*

6. *Construct a third northbound through lane to improve the intersection of Watt Avenue and Air Base Drive to LOS "C" (V/C 0.80) in the a.m. peak hour and LOS "D" (V/C 0.86) in the p.m. peak hour.*

7. *Construct a second westbound left turn lane to improve the intersection of Watt Avenue and Roseville Road to LOS "E" (V/C 0.92) in the p.m. peak hour.*

4.7-7 Buildout of the Specific Plan area would increase daily traffic volumes on study area roadways in Sutter County.

Figure 4.7-12 shows the average daily traffic volumes on Sutter County roadways within the study area under Existing Plus Project conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 4.7-22. This analysis indicates that development of the proposed Specific Plan under existing conditions would not cause impacts on any Sutter County roadway segments.

This impact is considered ***less than significant.***

Mitigation Measures

No mitigation measures are required.

Revised Table 4.7-22 Roadway Segment Levels of Service – Sutter County Existing Plus Project Conditions							
Roadway	**Segment**	**Existing Conditions**			**Existing Plus Project Conditions**		
		Lanes	**ADT**	**LOS**	**Lanes**	**ADT**	**LOS**
Riego Road	East of Hwy 70/99	2	9,900	A	2	14,000	C
Pleasant Grove Rd	North of Sacramento County Line	2	1,000	A	2	2,100	A
Note: ADT = average daily traffic Source: DKS Associates, 2006.							

4.7-8 Buildout of the Specific Plan area would increase peak hour traffic volumes on study area intersections in Sutter County.

There are no new impacts to intersections in Sutter County.

4.7-9 Buildout of the Specific Plan would increase peak hour traffic volumes on study area roadways and intersections that are part of the state highway system.

There are no new impacts to State Highways.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

The revised network and development assumptions altered the conclusion regarding the significance of impact for Cumulative Impact 4.7-17. All other conclusions remain the same.

4.7-I2 Buildout of the Specific Plan under Cumulative Plus Project conditions would increase daily traffic volumes on roadways in unincorporated Placer County.

Figure 4.7-18 shows the average daily traffic volumes on unincorporated Placer County roadways within the study area under Cumulative Plus Project conditions.

It should be noted that the new roadways in the Specific Plan area would provide new travel routes for existing traffic and change some travel patterns. For example, the extension of Dyer Lane from Watt Avenue to the northeast to connect to Baseline Road would divert some existing traffic from Watt Avenue north of Dyer Lane and from Baseline Road east of Watt Avenue. The new roadways in the Specific Plan area would also divert some existing traffic from portions of PFE Road and Walerga Road. These traffic diversions would offset some of the increase in traffic from the proposed Specific Plan.

A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 4.7-27. Under the Cumulative No Project Alternative, the four-lane segment of Baseline Road from the Sutter County line to Watt Avenue is predicted to operate at LOS "D" or "E" conditions. Under Cumulative Plus Project conditions, this segment

of Baseline Road would be widened to six lanes and would operate at LOS "D". Because this segment is adjacent to the Specific Plan area, LOS "D" is considered acceptable. Further, the operations would be better or equal to the Cumulative No Project Alternative.

This analysis indicates that full development of the Specific Plan area under Cumulative Plus Project conditions would increase congestion at a number of locations throughout the study area. The following segments are projected to degrade from acceptable to unacceptable levels with the project and/or are new segments that would operate at unacceptable levels.

a. Level of Service on the segment of Baseline Road from East Dyer Lane to Fiddyment Road would degrade from LOS "B" to LOS "E."

b. Level of Service on the segment of Locust Road north of the county line would degrade from LOS "B" to LOS "E."

c. Level of Service on the segment of Palladay Road north of the county line would degrade from LOS "A" to LOS "E."

d. Level of Service on the new segment of Dyer Lane (East) from Baseline Road to A Street would operate at LOS "E."

Because one or more segments would degrade from acceptable to unacceptable levels, the increase in traffic congestion is considered a ***significant impact.***

Revised Table 4.7-27
Roadway Segment Levels of Service – Unincorporated Placer County
Cumulative Plus Project Conditions

Roadway	Segment	Cumulative No Project Alternative			Cumulative Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Baseline Rd	East of County Line	4	39,300	E	6	45,000	C
Baseline Rd	East of Locust Rd	4	37,500	E	6	45,100	C
Baseline Rd	East of Brewer Rd	4	39,600	E	6	45,500	C
Baseline Rd	East of Palladay Rd	4	45,700	F	6	50,200	D
Baseline Rd	East of 16th Street	4	45,500	F	6	49,500	D
Baseline Rd	East of 12th Street	4	45,500	F	6	56,000	E
Baseline Rd	East of Watt Ave	6	48,500	D	6	47,200	D
Baseline Rd	East of Dyer Lane	6	36,600	B	6	**50,200**	**E**
Walerga Rd	South of Baseline Rd	4	43,600	F	4	38,600	F
Walerga Rd	North of PFE Rd	4	43,300	F	4	43,000	F
Watt Ave	South of Baseline Rd	4	46,200	F	6	42,000	C
Watt Ave	South of Dyer Lane	4	46,200	F	6	62,900	F
PFE Rd	East of Watt Avenue	2	12,700	C	2	14,300	C
PFE Rd	East of Walerga Rd	2	17,900	E	2	16,300	E
Locust Road	South of Baseline Rd	2	13,600	C	2	5,500	A
Locust Road	North of county line	2	12,500	B	2	**17,100**	**E**
Palladay Rd	South of Baseline Rd	2	9,700	A	2	6,900	A
Palladay Rd	North of Dyer Lane	2	9,700	A	2	3,000	A

Revised Table 4.7-27 Roadway Segment Levels of Service – Unincorporated Placer County Cumulative Plus Project Conditions							
Roadway	Segment	Cumulative No Project Alternative			Cumulative Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Palladay Road	North of county line	2	10,200	A	2	**16,600**	**E**
Dyer Lane (West)	South of Baseline Rd				4	15,800	A
Dyer Lane	South of Town Center Drive				4	7,300	A
Dyer Lane	West of 16th Street				4	20,300	A
Dyer Lane	West of Tanwood Ave				4	25,200	B
Dyer Lane	West of Watt Ave				4	32,300	D
Dyer Lane (East)	South of Baseline Rd				4	**35,400**	**E**
16th Street	South of Baseline Rd				4	5,600	A
16th Street	South of Dyer Lane				4	16,200	A
14th Street	South of Baseline Rd				2	4,800	A
12th Street	South of Baseline Rd				4	5,900	A
A Street	East of Dyer Lane				2	2,600	A
A Street	West of 16th Street				2	5,000	A
A Street	West of Tanwood Ave				2	4,200	A
A Street	West of Watt Ave				4	27,800	C
A Street	West of Dyer Lane				2	4,600	A
Town Center Drive	East of Dyer Lane (W)				2	4,600	A
Town Center Drive	West of 16th Street				2	3,200	A
Town Center Drive	West of Tanwood Ave				2	11,100	B
Town Center Drive	West of Watt Ave				2	12,300	B
Town Center Drive	West of Dyer Lane (E)				2	2,400	A
Town Center Drive	West of Walerga Rd				2	8,800	A
Note: ADT = average daily traffic. Significant impacts are highlighted in bold letters. "Blank" = Roadway does not exist under this scenario. Source: DKS Associates, 2006.							

Mitigation Measures

Implementation of the following measure would reduce the project contribution to cumulative traffic congestion by providing funding for improvements to the County transportation network. A combination of improvements would be needed to mitigate cumulative traffic impacts, and not all of these improvements are within the jurisdiction of Placer County (e.g., Placer Parkway). In addition, the best combination of improvements depends on the size, nature and timing of development and transportation improvements in Placer County, City of Roseville, Sacramento County and other jurisdictions. The County will continue to coordinate with these jurisdictions, but the specific set of improvements that will ultimately be constructed cannot be identified at this time. For these reasons, this impact would remain ***significant and unavoidable.***

4.7-12: *Implement Mitigation Measure 4.7-2a.*

A number of transportation improvements have been identified that, in various combinations, could reduce anticipated congestion levels on major roadways within or near the Specific Plan area. Mitigation Measure 4.7-2a would provide the proposed project's fair share contribution

toward the combination of improvements ultimately selected by the County and other affected jurisdictions as best able to provide a County roadway network that serves existing and new development at Levels of Service consistent with the County's General Plan. In order to determine the extent to which a set of identified improvements could reduce cumulative traffic congestion, a Mitigated Transportation Network was modeled. This Mitigated Transportation Network is just one of a number of possible roadway improvements that could be implemented. General evaluation of these improvements was conducted to determine their acceptability and feasibility and whether they should be included in a Mitigated Transportation Network. The roadway lanes in the Mitigated Transportation Network are shown in Figure 4.7-19. These potential improvements are summarized below:

1. Widening Baseline Road to eight lanes from Brewer Road to Fiddyment Road.

   This widening would improve the Level of Service along this section of Baseline Road. The widening could also have some undesirable effects including:

   - Such a widening may not promote pedestrian and bicycle circulation since wide roadways can be barriers for walking and cycling. The widening could discourage walking near Baseline Road by lengthening the distance for pedestrians and bicycle to cross Baseline Road to an unacceptable level.

   - Such a widening would not be consistent with the County's General Plan roadway standards that call for a maximum of six lanes on arterials and thoroughfares.

   - The widening would further increase traffic volumes on roadways in western Roseville, some of which are projected to operate at LOS "D", "E" or "F" conditions under Cumulative Plus Project conditions and cannot be further mitigated.

   - There may be concerns about visual aesthetics of an eight-lane roadway and its impact on community character.

For these reasons, and because Placer Parkway (discussed below) would also provide substantial east-west traffic capacity, the widening of Baseline Road to eight lanes was not included in the Mitigated Transportation Network.

2. Constructing Placer Parkway.

   The Concept Report for Placer Parkway calls for a new controlled-access highway that would connect Hwy 65 to Hwy 70/99. This new facility would decrease traffic volumes on a number of existing and planned roadways in western Placer County, including Baseline Road, and numerous roadways in the city of Roseville. This regional facility would help mitigate traffic impacts of not only the proposed Placer Vineyards project but the traffic impacts from other proposed developments in western Placer County as well, and thus was considered a key improvement in the Mitigated Transportation Network.

3. Extending Watt Avenue from the proposed Regional University development north to Blue Oaks Boulevard.

   This extension would divert some traffic from Fiddyment Road and Baseline Road east of Watt Avenue and was considered a key improvement in the Mitigated Transportation Network.

4. Widening the Watt Avenue Extension from Baseline Road to Pleasant Grove Road to six lanes.

   This extension was assumed to have four lanes in the Cumulative No Project scenario but would need six lanes to have an acceptable Level of Service. Therefore, six lanes were assumed in the Mitigated Transportation Network.

5. Constructing a new north-south roadway from the proposed Regional University to Baseline Road at 12th Street.

   This improvement would run parallel to, and west of, the Watt Avenue Extension and connect to Baseline Road at 12th Street, which is a new roadway in the proposed Placer Vineyards Specific Plan. Coupled with a new east-west roadway (discussed in #6 below) and the extension of Watt Avenue to Blue Oaks Boulevard, this new roadway would allow some traffic to divert around the intersection of Watt Avenue and Baseline Road. However, it would extend into vacant land north of Blue Oaks Boulevard and west of Watt Avenue that was not considered developed under Cumulative (2025) conditions and thus it was not included in the Mitigated Transportation Network.

6. Constructing a new east-west arterial roadway north of Baseline Road from Watt Avenue to the new north-south roadway described in #4 above. Coupled with that new north-south roadway and the extension of Watt Avenue to Blue Oaks Boulevard, this new roadway would allow some traffic to divert around the intersection of Watt Avenue and Baseline Road. However, it would extend into vacant land north of Blue Oaks Boulevard west of Watt Avenue that was not considered developed under Cumulative (2025) conditions and thus was not included in the Mitigated Transportation Network.

7. Widening PFE Road to four lanes between Watt Avenue and Walerga Road.

   This widening would help divert traffic from Baseline Road between Watt Avenue and Walerga Road and was considered a key improvement in the Mitigated Transportation Network.

8. Widening Walerga Road to six lanes from south of Baseline Road to the Sacramento County line.

   This widening would increase the capacity of this segment of Walerga Road but it would also increase traffic volumes on this segment, as well as on portions of Walerga Road in Sacramento County. Since widening Walerga Road in Sacramento County to six lanes may

not be feasible, the widening of Walerga Road to six lanes in Placer County was not included in the Mitigated Transportation Network except near its intersections with Baseline Road and PFE Road.

9. Widening Dyer Lane to six lanes from 16th Street east to Baseline Road.

   While the segment-based Level of Service analysis indicates that widening this entire segment may be needed, the analysis of peak hour operations at intersections along Dyer Lane indicates that six through lanes are only required near its intersection with Watt Avenue and its eastern intersection with Baseline Road. The widening to six lanes near these intersections was included as part of proposed Specific Plan.

10. Construct triple lefts and/or fourth through lanes

    The project includes extensive improvements to intersections. At some locations, these improvements include what is termed maximum conventional intersections. This term is defined as an intersection consisting of three through lanes, double left turn lanes, and free right turn lanes on all approaches. An example of this type of intersection is the one located in Roseville near the Galleria Mall at Galleria Boulevard and Roseville Parkway. The resulting roadway includes 10 lanes, and with shoulders is 140 feet wide.

    Despite utilizing the maximum conventional intersection configuration, several intersections are projected to operate at LOS "F". These intersections include 1) Baseline Road and Watt Avenue, 2) Baseline Road and Fiddyment/Walerga Road, 3) Cook Riolo Road and PFE Road, and 4) Watt Avenue and Dyer Lane. One alternative would be to add additional lanes such as triple left turn lanes or four through lanes. The addition of triple left turn lanes and/or four through lanes (in various combinations) at these intersections could improve to LOS E". These additional lanes, while technically improving the level of service at an intersection tend to create other problems including:

    - Such roadways can become barriers to pedestrians and bicyclists, who may be discouraged from trying to cross such facilities. For some pedestrians, it is difficult to cross such a wide street.

    - The long time devoted to pedestrian crossing movements can also adversely affect traffic signal coordination efforts, frustrating efforts to facilitate the smooth flow of traffic.

    - The additional capacity added with each new lane is reduced due to inefficiencies in lane utilization. As an example, triple left turn lanes do not provide 50% more capacity as compared to double left turn lanes.

    - There are traffic safety implications to such a wide facility. Motorists may have difficulty staying within lanes with a triple left turn configuration. In the case of four through lanes it can be difficult to cross so many lanes to reach the left turn lanes.

- Very large intersections tend to divide neighborhoods, so that communities on one side of such intersections feel little or any connection to the neighborhoods on the other side. By discouraging pedestrians and bikes it contributes to more vehicle trips and poor air quality. This result is at cross purposes to the goals of the Specific Plan to encourage walkable communities.

- Before such large intersections are considered, other mitigations should be explored including interchanges, reduced land use near the intersections and parallel roadways. In addition, the overall corridor Level of Service should be evaluated. Under this procedure a series of intersections are examined; in some cases one intersection has high delay but the delay in the overall corridor is acceptable.

- The Level of Service at intersections is based upon traffic during the peak hour. The additional lanes would be unnecessary and underutilized the remainder of the day with all the negatives described above.

Periods of LOS "F" at a few intersections during peak hour tends to encourage alternate forms of transportation, ride-sharing and transit usage. In addition residents are encouraged to work and shop closer to home with resulting benefits to air quality. For the above reasons, County staff believes that this mitigation measure, at these three intersections, is not feasible and is at odds with the goals of the Specific Plan. Overall, the negatives, in staff's judgment, outweigh the benefits of a small reduction in travel delay. Some of the negative effects on pedestrian and bicycle circulation could be addressed by construction of connecting facilities, such as grade separated crossings for bicycle and pedestrian paths.

11. A substantial increase in the transit system serving the project site.

A robust transit service plan for the Specific Plan could help reduce traffic volumes on the roadway system serving the project site. The proposed Specific Plan states that "the Plan Area will include systems and facilities to promote public transit use" and would include the following:

- Bus rapid transit lanes will be dedicated on Watt Avenue from Baseline Road to the Specific Plan's southern limits and a transit center at Watt Avenue and Town Center Drive.

- Rights-of-way for a future streetcar system will be provided along the northern side of Town Center Drive, extending from the transit center on Watt Avenue to the Town Center, ending at 16th Street.

- An internal transit system will be planned and implemented as the project is constructed that connects the Village Centers with the Town Center and other areas as deemed appropriate.

- An ADA dial-a-ride service will be provided.

- Commuter service will be provided to downtown Sacramento.

- Placer Vineyards will participate in regional service with connection to light rail transit on Watt Avenue in Sacramento County, Regional University, Galleria Mall and other Regional Centers.

A detailed discussion of these services occurs under Impact 4.7-10. The ongoing operating cost for such a transit system would be substantial and the amount of funding that would be available for transit operations is uncertain. Placer County would receive some additional funding for transit services through its key existing funding source, Transportation Development Act (TDA), due to buildout of the Specific Plan area since these funds are based on population. However, additional TDA funds would only allow limited transit service to the Specific Plan area.

Due the uncertainty about transit operating fund, the Cumulative Plus Project scenario assumed that the Specific Plan area would have limited transit services. Additional transit services are identified under Impact 4.7-9. Those additional transit services are considered part of the Mitigated Transportation Network.

Based on the evaluation summarized above, a Cumulative Plus Project with Mitigated Transportation Network scenario was defined to include the following:

- Construction of Placer Parkway
- Extending Watt Avenue from the proposed Regional University development north to Blue Oaks Boulevard
- Widening of the Watt Avenue Extension to six lanes from Baseline Road to Pleasant Grove Road
- Widening PFE Road to four lanes between Watt Avenue and Walerga Road
- Widening Dyer Lane to six lanes near its intersection with Watt Avenue and its eastern intersection with Baseline Road
- Widening Locust Road south of 18th Street and Palladay Road south of Dyer Lane to four lanes.
- Additional transit services serving the project site, as discussed under Impact 4.7-9

A Project Study Report (PSR) for Placer Parkway was adopted by SACOG and the Placer County Transportation Planning Agency (PCTPA) in 2001. An ongoing environmental review process (Tier 1 EIS/EIR) will evaluate a range of alternative alignments and will select a corridor so that right-of-way can be preserved. In the 8- to 10-mile area between Fiddyment Road and Pleasant Grove Road, the adopted Conceptual Plan for the Placer Parkway calls for no access to this facility except for a possible interchange at an extension of Watt Avenue. The Cumulative Plus Project with Mitigated Transportation Network scenario assumes that (1) Placer Parkway would be implemented along one of the five alignments under consideration in the ongoing PCTPA Tier 1 EIS/EIR process as shown on Figure 4.7-19 and (2) there is an interchange on Placer Parkway near the intersection of the Watt Avenue Extension and Blue Oaks Boulevard.

The Placer County Travel Demand Model was used to estimate and distribute traffic volumes under the Cumulative Plus Project with Mitigated Transportation Network scenario. Figure 4.7-20 shows the average daily traffic volumes on unincorporated Placer County roadways within the study area under this scenario.

A roadway segment Level of Service analysis based on these daily traffic volumes is presented in Revised Table 4.7-28. The new and improved roadways parallel to Baseline Road, particularly Placer Parkway, would decrease the traffic volume on Baseline Road from the Sutter County line to Fiddyment Road. The Mitigated Transportation Network would improve the Level of Service on all segments of Baseline Road under the Cumulative Plus Project conditions. With the Mitigated Transportation Network, only the following two segments of Baseline Road would operate at LOS "D" conditions and thus would not meet the County's General Plan standard but do meet the Specific Plan standards and are therefore considered acceptable:

- Baseline Road between 12th Street and Watt Avenue
- Baseline Road between Dyer Lane East and Walerga Road

The Mitigated Transportation Network would decrease volumes on Walerga Road between Baseline Road and PFE Road, but this segment would continue to operate at LOS "F" conditions. The Mitigated Transportation Network would increase volumes on Watt Avenue between Baseline Road and PFE Road and continue to operate at LOS "F" conditions south of Dyer Lane.

This analysis indicates that the improvements included in the Mitigated Transportation Network would reduce traffic congestion on Placer County roadway segments under the Cumulative Plus Project scenario to the extent that roadway segments would operate at an acceptable level, and/or better than under Cumulative No Project conditions. As shown in Revised Table 4.7-28, the number of segments that would operate at LOS "D" or worse under the Mitigated Transportation Network would be substantially fewer than would occur under the No Project condition. Another combination of improvements that provided similar increases in east-west capacity (e.g., combinations that include widening Baseline Road to eight lanes) would have similar effects, although increases and decreases on specific segments would differ.

Revised Table 4.7-28
Roadway Segment Levels of Service – Unincorporated Placer County
Cumulative Plus Project With Mitigated Transportation Network Scenario

Roadway	Segment	Cumulative No Project			Cumulative Plus Project			Cumulative Plus Project With Mitigated Transportation Network		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Baseline Rd	East of County Line	4	39,300	E	6	45,000	C	6	35,000	B
Baseline Rd	East of Locust Rd	4	37,500	E	6	45,100	C	6	32,500	A
Baseline Rd	East of Brewer Rd	4	39,600	E	6	45,500	C	6	33,300	A
Baseline Rd	East of Palladay Rd	4	45,700	F	6	50,200	D	6	40,200	C
Baseline Rd	East of 16th Street	4	45,500	F	6	49,500	D	6	40,600	B
Baseline Rd	East of 12th Street	4	45,500	F	6	56,000	E	6	49,700	D
Baseline Rd	East of Watt Ave	6	48,500	D	6	47,200	D	6	42,900	C
Baseline Rd	East of Dyer Lane	6	36,600	B	6	**50,200**	E	6	45,400	D
Walerga Rd	South of Baseline Rd	4	43,600	F	4	38,600	F	4	36,100	F
Walerga Rd	North of PFE Rd	4	43,300	F	4	43,000	F	4	41,400	F
Watt Ave	South of Baseline Rd	4	46,200	F	6	42,000	C	6	42,500	C
Watt Ave	South of Dyer Lane	4	46,200	F	6	62,900	F	6	64,300	F
PFE Rd	East of Watt Avenue	2	12,700	C	2	14,300	C	4	16,100	A
PFE Rd	East of Walerga Rd	2	17,900	E	2	16,300	E	2	14,100	C
Locust Road	South of Baseline Rd	2	13,600	C	2	5,500	A	2	7,000	A
Locust Road	North of County Line	2	12,500	B	2	**17,100**	**E**	4	17,300	A
Palladay Rd	South of Baseline Rd	2	9,700	A	2	6,900	A	2	8,300	A
Palladay Rd	North of Dyer Lane	2	9,700	A	2	3,000	A	2	3,500	A
Palladay Road	North of County Line	2	10,200	A	2	**16,600**	**E**	4	16,500	A
Dyer Lane (West)	South of Baseline Rd				4	15,800	A	4	15,700	A
Dyer Lane	South of Town Center				4	7,300	A	4	7,000	A
Dyer Lane	West of 16th Street				4	20,300	A	4	19,700	A
Dyer Lane	West of Tanwood Ave				4	25,200	B	4	23,700	B

Revised Table 4.7-28
Roadway Segment Levels of Service – Unincorporated Placer County
Cumulative Plus Project With Mitigated Transportation Network Scenario

Roadway	Segment	Cumulative No Project			Cumulative Plus Project			Cumulative Plus Project With Mitigated Transportation Network		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Dyer Lane	West of Watt Ave				4	32,300	D	4	30,700	D
Dyer Lane (East)	South of Baseline Rd				4	**35,400**	**E**	4	31,300	D
16th Street	South of Baseline Rd				4	5,600	A	4	6,300	A
16th Street	South of Dyer Lane				4	16,200	A	4	16,300	A
14th Street	South of Baseline Rd				2	4,800	A	2	5,900	A
12th Street	South of Baseline Rd				4	5,900	A	4	6,400	A
A Street	East of Dyer Lane				2	2,600	A	2	2,100	A
A Street	West of 16th Street				2	5,000	A	2	4,500	A
A Street	West of Tanwood Ave				2	4,200	A	2	3,700	A
A Street	West of Watt Ave				4	27,800	C	4	22,400	B
A Street	West of Dyer Lane				2	4,600	A	2	4,100	A
Town Center Drive	East of Dyer Lane (W)				2	4,600	A	2	4,000	A
Town Center Drive	West of 16th Street				2	3,200	A	2	2,700	A
Town Center Drive	West of Tanwood Ave				2	11,100	B	2	9,600	A
Town Center Drive	West of Watt Ave				2	12,300	B	2	11,100	B
Town Center Drive	West of Dyer Lane (E)				2	2,400	A	2	1,700	A
Town Center Drive	West of Walerga Rd				2	8,800	A	2	7,400	A

Notes: ADT = average daily traffic. Significant impacts are highlighted in bold letters.
Source: DKS Associates, 2006.

4.7-I3 Buildout of the Specific Plan under Cumulative Plus Project conditions would increase peak hour traffic volumes on study area intersections in unincorporated Placer County.

The proposed Specific Plan provides typical cross-sections for the roadways within the Specific Plan area. Additional right-of-way is typically provided near major intersections on arterial and collector roadways to accommodate additional turn lanes.

A planning level signal warrant analysis was conducted under the Cumulative Plus Project conditions to define the locations where traffic signals should be assumed. This analysis indicates the following intersections should be signalized by 2025:

- Locust Road and Baseline Road
- Brewer Road and Baseline Road
- Palladay Road and Baseline Road
- 16th Street and Baseline Road
- 14th Street and Baseline Road
- 12th Street and Baseline Road
- 11th Street and Baseline Road
- Dyer Lane and Baseline Road
- 9th Street and Baseline Road
- West Dyer Lane and A Street
- 12th Street and A Street
- Watt Avenue and A Street
- West Dyer Lane and Town Center Drive
- Watt Avenue and Town Center Drive
- East Dyer Lane and Town Center Drive
- Walerga Road and Town Center Drive
- Watt Avenue and Oak Street
- 18th Street and Dyer Lane
- 16th Street and Dyer Lane
- Tanwood Avenue and Dyer Lane
- Watt Avenue and Dyer Lane
- Cook Riolo Road and PFE Road

The intersections of Palladay Road with A Street, 16th Street with A Street, and 14th Street with A Street are analyzed as stop-sign controlled intersections even though the Specific Plan calls for traffic signals because traffic signals were not warranted under Cumulative Plus Project conditions.

Figure 4.7-4 shows the key study area intersections in unincorporated Placer County. Revised Table 4.7-29 presents the intersection Level of Service analysis at these intersections for the p.m. peak hour under Cumulative Plus Project conditions. The traffic volumes and lane geometry at each intersection in Revised Table 4.7-29 are shown in Appendix I. This analysis indicates that development of the Specific Plan under Cumulative Plus Project conditions would increase congestion at a number of locations throughout the study area. The following segments are

projected to degrade from acceptable to unacceptable levels with the project and/or are new segments that would operate at unacceptable levels.

a. Level of Service at the intersection of Walerga Road and PFE Road would remain LOS "F" and would become worse.

b. Level of Service at the intersection of Dyer Lane and Baseline Road would degrade from LOS "D" to LOS "F" under the assumed geometry.

c. The new intersection of Watt Avenue and Dyer Lane would operate at LOS "F" conditions under the assumed geometry.

d. The new intersection of Walerga Road and East Town Center Drive would operate at LOS "F" conditions under the assumed geometry.

Because one or more intersections would degrade from acceptable to unacceptable levels, the increase in traffic congestion is considered ***a significant impact.***

Revised Table 4.7-29
P.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County
Cumulative Plus Project Conditions

Intersection			Cumulative No Project Alternative			Cumulative Plus Project Conditions		
				LOS Criteria			LOS Criteria	
	North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
1	Locust Road	Baseline Road	F	1.08		E	0.93	
2	Brewer Road	Baseline Road	E	0.94		D	0.90	
3	Watt Avenue	Baseline Road	F	1.26		F	1.11	
4	Fiddyment Road	Baseline Road	F	1.12		F	1.16	
5	Watt Avenue	PFE Road	E	0.93		B	0.70	
6	Walerga Road	PFE Road	F	1.42		**F**	**1.62**	
7	Cook Riolo Road	PFE Road	F	1.44		F	1.37	
8	Palladay Road	Baseline Road				C	0.75	
9	16th Street	Baseline Road				C	0.76	
10	14th Street	Baseline Road				D	0.85	
11	12th Street	Baseline Road				D	0.89	
12	11th Street	Baseline Road				D	0.87	
13	East Dyer Lane	Baseline Road	D	0.84		**F**	**1.04**	
14	9th Street	Baseline Road	A	0.59		D	0.84	
15	West Dyer Lane	A Street				A	0.44	
16	Palladay Road	A Street				B		10.3
17	16th Street	A Street				B		11.9
18	14th Street	A Street				B		12.6
19	12th Street	A Street				B	0.65	
20	Watt Avenue	A Street				C	0.78	
21	West Dyer Lane	Town Center				A	0.54	
22	Watt Avenue	Town Center				B	0.66	
23	East Dyer Lane	Town Center				B	0.65	

Revised Table 4.7-29 P.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County Cumulative Plus Project Conditions								
Intersection			Cumulative No Project Alternative			Cumulative Plus Project Conditions		
North-South Roadway		East-West Roadway	Level of Service	LOS Criteria		Level of Service	LOS Criteria	
				Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]		Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
24	Walerga Road	Town Center				**F**	**1.07**	
25	Watt Avenue	Oak Street				A	0.56	
26	18th Street	Dyer Lane				A	0.41	
27	16th Street	Dyer Lane				**B**	0.66	
28	Tanwood Avenue	Dyer Lane				C	0.79	
29	Watt Avenue	Dyer Lane				**F**	**1.06**	

Notes: "Blank" = Intersection does not exist under this scenario. Significant impacts are highlighted in bold letters. Intersection numbers refer to Figure 4.7-4.
[1] Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.
Source: DKS Associates, 2006

Mitigation Measures

Implementation of the following measure would reduce the project contribution to cumulative traffic congestion by providing funding for improvements to the County transportation network. A combination of improvements would be needed to mitigate cumulative traffic impacts, and not all of these improvements are within the jurisdiction of Placer County (e.g., Placer Parkway). Furthermore, there may not be feasible improvements for some intersections. In addition, the best combination of improvements depends on the size, nature and timing of development and transportation improvements in Placer County, City of Roseville, Sacramento County and other jurisdiction. The County will continue to coordinate with these jurisdictions, but the specific set of improvements that will ultimately be constructed cannot be identified at this time. For these reasons, this impact would remain ***significant and unavoidable.***

4.7-13a *Implement Mitigation Measure 4.7-2a.*

4.7-13b *Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the following improvements:*

i. A third northbound and southbound through lane, a second eastbound and westbound through lane, a second northbound, an eastbound and westbound left turn lane and a free eastbound right turn lane to improve the intersection of Walerga Road and PFE Road to LOS "F" (V/C 1.19).

ii. A third northbound and southbound through lane to improve the intersection of Walerga Road and Town Center Drive to LOS "C" (V/C 0.73).

Mitigation Measure 4.7-2a requires that the proposed project contribute its fair share toward roadway improvements in Placer County by constructing the improvements (and being

reimbursed for costs beyond the project share) or paying fees collected for improvements in Placer County. In order to evaluate the potential for such improvements to reduce traffic congestion in the study area, a Mitigated Transportation Network (shown in Figure 4.7-19) was identified and modeled. The Mitigated Transportation Network includes construction of Placer Parkway, widening of some existing or planned roadways and intersections and improvements to transit service. As Revised Table 4.7-30 shows, the Mitigated Transportation Network would reduce the number of intersections that would operate at unacceptable levels, and would reduce the severity of the impacts at other locations. In some cases, congestion at an intersection would increase.

As indicated below, four intersections would continue to operate at unacceptable levels under the Cumulative Plus Project with Mitigated Transportation Network scenario. However, with the exception of the intersection of Walerga Road and PFE Road, operations would improve as a result of the enhanced roadway network.

a. Level of Service at the intersection of Walerga Road and PFE Road would degrade from LOS "F" (V/C 1.42) to LOS "F" (V/C 1.63).

b. Level of Service at the intersection of Dyer Lane and Baseline Road would degrade from LOS "D" to LOS "E" under the assumed geometry.

c. The new intersection of Walerga Road and Town Center Drive would operate at LOS "F" conditions under the assumed geometry.

b. The new intersection of Watt Avenue and Dyer Lane would operate at LOS "F" conditions under the assumed geometry.

Implementation of the improvements identified in Mitigation Measure 4.7-13b would improve operations at two of these intersections. These improvements would likely be necessary regardless of which combination of improvements is funded and/or constructed by the proposed project.

Revised Table 4.7-30
PM Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County
Cumulative Plus Project with Mitigated Transportation Network Scenario

Intersection		Cumulative No Project Alternative			Cumulative Plus Project			Cumulative Plus Project with Mitigated Transportation Network		
			LOS Criteria			LOS Criteria			LOS Criteria	
North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
1 Locust Road	Baseline Road	F	1.08		E	0.93		C	0.74	
2 Brewer Road	Baseline Road	E	0.94		D	0.9		B	0.68	
3 Watt Avenue	Baseline Road	F	1.26		F	1.11		F	1.05	
4 Fiddyment Road	Baseline Road	F	1.12		F	1.16		F	1.04	
5 Watt Avenue	PFE Road	E	0.93		B	0.70		C	0.73	
6 Walerga Road	PFE Road	F	1.42		**F**	**1.62**		**F**	**1.63**	
7 Cook Riolo Road	PFE Road	F	1.44		F	1.37		F	1.30	
8 Palladay Road	Baseline Road				C	0.75		C	0.69	
9 16th Avenue	Baseline Road				C	0.76		C	0.67	
10 14th Avenue	Baseline Road				D	0.85		C	0.79	
11 12th Avenue	Baseline Road				D	0.89		D	0.85	
12 11th Avenue	Baseline Road				D	0.87		D	0.84	
13 East Dyer Lane	Baseline Road	D	0.84		**F**	**1.04**		**E**	**0.93**	
14 9th Avenue	Baseline Road	A	0.59		D	0.84		B	0.70	
15 West Dyer Lane	"A" Street				A	0.44		A	0.39	
16 Palladay Road	"A" Street				B		10.3	B		10.7
17 16th Avenue	"A" Street				B		11.9	B		11.1
18 14th Avenue	"A" Street				B		12.6	B		10.0
19 12th Avenue	"A" Street				B	0.65		A	0.53	
20 Watt Avenue	"A" Street				C	0.78		C	0.76	
21 West Dyer Lane	Town Center				A	0.54		A	0.53	
22 Watt Avenue	Town Center				B	0.66		B	0.66	
23 East Dyer Lane	Town Center				B	0.65		A	0.57	
24 Walerga Rd	Town Center				**F**	**1.07**		**F**	**1.03**	

Revised Table 4.7-30
PM Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County
Cumulative Plus Project with Mitigated Transportation Network Scenario

Intersection		Cumulative No Project Alternative			Cumulative Plus Project			Cumulative Plus Project with Mitigated Transportation Network		
			LOS Criteria			LOS Criteria			LOS Criteria	
North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
25 Watt Avenue	Oak Street				A	0.56		A	0.56	-
26 18th Avenue	Dyer Lane				A	0.41		A	0.35	
27 16th Avenue	Dyer Lane				**B**	0.66		B	0.60	
28 Tanwood Avenue	Dyer Lane				C	0.79		A	0.54	
29 Watt Avenue	Dyer Lane				**F**	**1.06**		**F**	**1.06**	

Notes: "Blank" = Intersection does not exist under this scenario. Significant impacts are highlighted in bold letters. Intersection numbers refer to Figure 4.7-4.
[1] Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.
Source: DKS Associates, 2006

As discussed under Mitigation Measure 4.7-12, additional improvements, such as third left turn lanes and four through lanes, could be constructed at intersections that would operate at LOS "F" even with the Mitigated Transportation Network. In some cases this could improve LOS to "E". County staff does not recommend that these extraordinary improvements be included in the package of feasible mitigations, for the reasons discussed under Mitigation Measure 4.7-12.

An alternative would be to retain the flexibility to consider such super-intersections in the future. A condition could be set requiring the project to reserve future rights-of-way for the additional width that would be needed to accommodate additional lanes. Such right-of-way could be used for landscaping until such time, if ever, it is needed for pavement.

4.7-I4 Buildout of the Specific Plan under Cumulative Plus Project conditions would increase peak hour traffic volumes on study area intersections in the City of Roseville.

There are no new impacts to intersections in the City of Roseville.

4.7-I5 Buildout of the Specific Plan under Cumulative Plus Project conditions would increase daily traffic volumes on study area roadways in Sacramento County.

Figure 4.7-22 shows the average daily traffic volumes on Sacramento County roadways within the study area under Cumulative Plus Project conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 4.7-34. This analysis indicates that full development of the Specific Plan area under Cumulative Plus Project conditions would increase congestion on the following Sacramento County roadway segments that would already operate at LOS "F" and/or cause the segment to operate at LOS "F":

a. **Level of Service on the four-lane segment of Watt Avenue from the Placer County line to Antelope Road would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.**

b. **Level of Service on the four-lane segment of Watt Avenue from the Antelope Road to Elkhorn Boulevard would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.**

c. **Level of Service on the four-lane segment of Walerga Road from the Placer County line to Elverta Road would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.**

d. **Level of Service on the 2-lane segment of Sorento Road from the Placer County line to Elverta Road would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.**

e. **Level of Service on the two-lane segment of Elwyn Avenue from the Placer County line to Elverta Road would degrade from LOS "E" to LOS "F."**

f. Level of Service on the two-lane segment of 16th Street from the Placer County line to Elverta Road would degrade from LOS "A" to LOS "F."

g. Level of Service on the two-lane segment of Dry Creek Road from U Street to Ascot Avenue would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

This is considered a ***significant impact.***

Revised Table 4.7-34
Roadway Segment Levels of Service – Sacramento County
Cumulative Plus Project Conditions

Roadway	Segment	Cumulative No Project Alternative			Cumulative Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Elverta Rd	East of Hwy 70/99	4	21,600	A	4	24,900	B
Elverta Rd	East of Rio Linda Blvd	4	31,500	D	4	32,300	D
Elverta Rd	East of 16th Street	4	28,100	C	4	27,800	C
Elverta Rd	West of Watt Ave	4	35,000	E	4	34,100	E
Watt Ave	North of Elverta Rd	4	56,500	F	4	**63,100**	**F**
Watt Ave	North of Antelope Rd	4	42,400	F	4	**45,800**	**F**
Watt Ave	North of Elkhorn Blvd	6	65,700	F	6	**68,800**	**F**
Watt Ave	North of Don Julio Blvd	6	61,100	F	6	63,300	F
Watt Ave	North of Airbase Dr	6	64,200	F	6	65,600	F
Watt Ave	North of Roseville Rd	6	62,100	F	6	62,200	F
Watt Ave	North of I-80	6	86,200	F	6	86,100	F
Walerga Rd	North of Elverta Rd	4	45,000	F	4	**46,900**	**F**
Walerga Rd	North of Antelope Rd	4	44,800	F	4	46,200	F
Walerga Rd	North of Elkhorn Blvd	4	34,400	E	4	35,300	E
Sorento Road	North of Elverta Road	2	18,500	F	2	**19,500**	**F**
Elwyn Road	North of Elverta Road	2	16,800	E	2	**19,900**	**F**
Palladay Road	North of Elverta Road	2	10,200	A	2	16,600	E
16th Street	North of Elverta Rd	2	9,000	A	2	**22,300**	**F**
16th Street	South of Elverta Rd	2	7,000	A	2	12,900	C
Dry Creek Road	North of Elkhorn Blvd	2	18,100	F	2	**23,300**	**F**
Dry Creek Road	South of Elkhorn Blvd	2	21,000	F	2	**25,700**	**F**
Elkhorn Boulevard	East of Watt Avenue	6	46,800	D	6	47,000	D
Elkhorn Boulevard	East of Walerga Rd	6	78,400	F	6	80,400	F

Note: ADT = average daily traffic. Significant impacts are highlighted in bold letters.
Source: DKS Associates, 2006.

Mitigation Measure

Implementation of the following mitigation measures would reduce the project contribution to cumulative traffic in Sacramento County to a *less than significant level* by providing funding for

improvements on the identified segments. Placer County can collect the fees identified in Mitigation Measure 4.7-15, but cannot compel Sacramento County to collect funds and/or construct the improvements identified in its jurisdiction. If the identified improvements are not made, this impact would remain *significant and unavoidable.*

4.7-15a *Implement Mitigation Measure 4.7-2a.*

4.7-15b *Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the following improvements in Sacramento County:*

1. *Widen Watt Avenue to six lanes from the Placer County line to Antelope Road, to reduce the V/C from 1.75 to 1.17 (LOS "F").*

2. *Widen Watt Avenue to eight lanes from Antelope Road to Elkhorn Blvd, to provide LOS "E".*

3. *Widen Sorento Road to four lanes from the Placer County line to Elverta Road, to provide LOS "A".*

4. *Widen Elwyn Avenue to four lanes from the Placer County line to Elverta Road, to provide LOS "A".*

5. *Widen 16th Street to four lanes from the Placer County line to Elverta Road, to provide LOS "B".*

6. *Widen Dry Creek Road to four lanes from the U Street to Ascot Avenue, to provide LOS "C".*

Sacramento County has recognized that traffic congestion will increase on Watt Avenue and it was one the corridors they evaluated in the *Mobility Strategies for County Corridors* (September, 2004). A number of possible strategies were considered for Watt Avenue south of Antelope Road, including widening Watt Avenue to eight lanes (three SOV and one HOV/BRT lanes in each direction) or creation of a one-way couplet. There is insufficient right-of-way along Walerga Road south of the Sacramento County line to widen it to six lanes, so no mitigation is proposed for that segment.

4.7-I6 Buildout of the Specific Plan under Cumulative Plus Project conditions would increase peak hour traffic volumes on study area intersections in Sacramento County.

Figure 4.7-8 shows the key study area intersections in Sacramento County. Revised Tables 4.7-35 and 4.7-36 present the intersection Level of Service analysis at these intersections for the a.m. and p.m. peak hours under Cumulative Plus Project conditions. The traffic volumes and lane geometry at each intersection in Revised Tables 4.7-35 and 4.7-36 are shown in Appendix I. This analysis indicates that development of the Specific Plan under Cumulative Plus Project conditions would increase congestion at the study area intersections in Sacramento County to the

extent that the following intersections would operate at an unacceptable Level of Service and/or already operate at an unacceptable level and would become more congested.

a. **Level of Service at the intersection of Sorento Road and Elverta Road would degrade from LOS "F" (V/C 1.13) to LOS "F" (V/C 1.26) during the a.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

b. **Level of Service at the intersection of Elwyn Avenue and Elverta Road would degrade from LOS "F" (V/C 1.01) to LOS "F" (V/C 1.16) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

c. **Level of Service at the intersection of Palladay Road and Elverta Road would degrade from LOS "F" (V/C 1.16) to LOS "F" (V/C 1.34) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

d. **Level of Service at the intersection of 16th Street and Elverta Road would degrade from LOS "B" to LOS "F" during the a.m. peak hour and LOS "D" to LOS "F" during the p.m. peak hour.**

e. **Level of Service at the intersection of Watt Avenue and Elverta Road would degrade from LOS "F" (V/C 1.11) to LOS "F" (V/C 1.28) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

f. **Level of Service at the intersection of Walerga Road and Elverta Road would degrade from LOS "F" (V/C 1.33) to LOS "F" (V/C 1.38) during the a.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

g. **Level of Service at the intersection of Watt Avenue and Antelope Road would degrade from LOS "E" (V/C 0.95) to LOS "F" (V/C 1.00) during the p.m. peak hour.**

h. **Level of Service at the intersection of Dry Creek Road and Elkhorn Boulevard would degrade from LOS "F" (V/C 1.25) to LOS "F" (V/C 1.37) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

i. **Level of Service at the intersection of Watt Avenue and Elkhorn Boulevard would degrade from LOS "F" (V/C 1.02) to LOS "F" (V/C 1.07) during the a.m. peak hour and from LOS "F" (V/C 1.22) to LOS "F" (V/C 1.28) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

j. **Level of Service at the intersection of Walerga Road and Elkhorn Boulevard would degrade from LOS "E" (V/C 0.94) to LOS "F" (V/C 1.02) during the p.m. peak hour.**

k. **Level of Service at the intersection of Watt Avenue and Air Base Drive would degrade from LOS "F" (V/C 1.31) to LOS "F" (V/C 1.36) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

l. Level of Service at the intersection of Watt Avenue and Roseville Road would degrade from LOS "F" (V/C 1.34) to LOS "F" (V/C 1.55) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

This is considered a ***significant impact.***

Revised Table 4.7-35
A.M. Peak Hour Levels of Service at Study Intersections – Sacramento County
Cumulative Plus Project Conditions

Intersection		Cumulative No Project Alternative			Cumulative Plus Project Conditions		
		Level of Service	LOS Criteria		Level of Service	LOS Criteria	
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)	Signalized Intersection (Delay)		Signalized Intersection (V/C Ratio)	Signalized Intersection (Delay)
1A Hwy 70/99 SB	Elverta Rd	C		20.1	C		21.3
1B Hwy 70/99 NB	Elverta Rd	A		1.9	B		17.3
2 Sorento Rd	Elverta Road	F	1.13		**F**	**1.26**	
3 Elwyn Ave	Elverta Road	F	1.03		E	0.97	
4 Palladay Rd	Elverta Road	E	0.99		E	0.91	
5 16th Street	Elverta Rd	B	0.64		**F**	**1.04**	
6 Watt Ave [1]	Elverta Rd	F	1.12		F	1.13	
7 Walerga Rd	Elverta Rd	F	1.33		**F**	**1.38**	
8 Watt Ave	Antelope Rd	E	0.92		E	0.99	
9 Walerga Rd	Antelope Rd	D	0.80		D	0.87	
10 Dry Creek	Elkhorn Blvd	B	0.61		B	0.69	
11Watt Ave	Elkhorn Blvd	F	1.02		**F**	**1.07**	
12 Walerga Rd	Elkhorn Blvd	C	0.80		D	0.82	
13 Watt Ave	Don Julio Blvd	A	0.58		C	0.71	
14 Watt Ave	Air Base Dr	C	0.77		C	0.79	
15 Watt Ave	Roseville Rd	F	1.32		F	1.35	
16 Watt Ave	I-80 WB	B		18.3	B		18.6

Notes: "Blank" = Intersection does not exist under this scenario. Significant impacts are highlighted in bold letters. Intersection numbers refer to Figure 4.7-8.
Note 1: Watt Avenue widens to six lanes at the Elverta Road intersection.
Source: DKS Associates, 2006

Revised Table 4.7-36
P.M. Peak Hour Levels of Service at Study Intersections – Sacramento County
Cumulative Plus Project Conditions

Intersection		Cumulative No Project Alternative			Cumulative Plus Project Conditions		
		Level of Service	LOS Criteria		Level of Service	LOS Criteria	
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)	Signalized Intersection (Delay)		Signalized Intersection (V/C Ratio)	Signalized Intersection (Delay)
1A Hwy 70/99 SB	Elverta Rd	C		23.3	C		24.9
1B Hwy 70/99 NB	Elverta Rd	A		9.2	C		28.2
2 Sorento Rd	Elverta Road	E	0.98		E	0.95	
3 Elwyn Ave	Elverta Road	F	1.01		**F**	**1.16**	
4 Palladay Rd	Elverta Road	F	1.16		**F**	**1.34**	
5 16th Street	Elverta Rd	D	0.84		**F**	**1.06**	

Revised Table 4.7-36
P.M. Peak Hour Levels of Service at Study Intersections – Sacramento County
Cumulative Plus Project Conditions

Intersection		Cumulative No Project Alternative			Cumulative Plus Project Conditions		
		Level of Service	LOS Criteria		Level of Service	LOS Criteria	
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)	Signalized Intersection (Delay)		Signalized Intersection (V/C Ratio)	Signalized Intersection (Delay)
6 Watt Ave	Elverta Rd [1]	F	1.11		**F**	**1.28**	
7 Walerga Rd	Elverta Rd	F	1.30		F	1.32	
8 Watt Ave	Antelope Rd	E	0.95		**F**	**1.00**	
9 Walerga Rd	Antelope Rd	E	0.95		E	0.98	
10 Dry Creek	Elkhorn Blvd	F	1.25		**F**	**1.37**	
11 Watt Ave	Elkhorn Blvd	F	1.22		**F**	**1.28**	
12 Walerga Rd	Elkhorn Blvd	E	0.94		**F**	**1.02**	
13 Watt Ave	Don Julio Blvd	C	0.74		C	0.78	
14 Watt Ave	Air Base Dr	F	1.31		**F**	**1.36**	
15 Watt Ave	Roseville Rd	F	1.34		**F**	**1.55**	
16 Watt Ave	I-80 WB	B		17.7	B		18.3

Notes: "Blank" = Intersection does not exist under this scenario. Significant impacts are highlighted in bold letters. Intersection numbers refer to Figure 4.7-8.
[1]Watt Avenue widens to six lanes at the Elverta Road intersection.
Source: DKS Associates, 2006

Mitigation Measure

Implementation of the following mitigation measures would reduce the project contribution to cumulative traffic at Sacramento County intersections to a *less than significant level*. Placer County can collect the fees identified in Mitigation Measure 4.7-16, but cannot compel the Sacramento County to collect funds and/or construct the improvements identified in this measure. If the identified improvements are not made, the intersections would continue to operate at an unacceptable level. Therefore, this impact is considered *significant and unavoidable.*

4.7-16a *Implement Mitigation Measure 4.7-2a.*

4.7-16b *Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the following improvements in Sacramento County:*

1. *Construct a second left turn lane on the eastbound approach to improve the intersection of Sorento Road and Elverta Road to LOS "F" conditions (V/C 1.11) during the a.m. peak hour.*

2. *Construct a second left turn lane on the eastbound approach to improve the intersection of Elwyn Avenue and Elverta Road to LOS "E" conditions (V/C 0.94) during the p.m. peak hour.*

3. *Construct a second left turn lane on the eastbound approach to improve the intersection of Palladay Road and Elverta Road to LOS "F" conditions (V/C 1.07) during the p.m. peak hour.*

4. *Construct a second through lane on the northbound and southbound approaches, and a right turn lane on the eastbound and westbound approaches to improve the intersection of 16th Street and Elverta Road to LOS "B" conditions (V/C 0.66) during the a.m. peak hour and to LOS "C" conditions (V/C 0.77) during the p.m. peak hour.*

5. *Construct a third through lane on the eastbound and westbound approaches at the Watt Avenue and Elverta Road intersection to provide LOS "F" conditions (V/C 1.11) during the p.m. peak hour.*

6. *Construct a third through lane on the northbound and southbound approaches at the Walerga Road and Elverta Road intersection to provide LOS "F" conditions (V/C 1.16) during the a.m. peak hour.*

7. *Construct a third through lane on the northbound and southbound approaches, and second left turn lane on the westbound approach at the Watt Avenue and Antelope Road intersection to provide LOS "C" (V/C 0.80) conditions during the p.m. peak hour.*

8. *Construct a second through lane on the northbound approach at the Dry Creek Road and Elkhorn Boulevard intersection to provide LOS "E" conditions (V/C 0.99) during the p.m. peak hour.*

9. *Construct a fourth through lane on the northbound and southbound approaches at the Watt Avenue and Elkhorn Boulevard intersection to provide LOS "E" (V/C 0.94) in the a.m. peak hour and LOS "F" conditions (V/C 1.14) during the p.m. peak hour.*

10. *Construct a second left turn lane and a second right turn lane on the westbound approach at the Walerga Road and Elkhorn Boulevard intersection to provide LOS "E" conditions (V/C 0.94) during the p.m. peak hour.*

11. *Construct a third through lane on the northbound approach and a second westbound right turn lane at the Watt Avenue and Air Base Drive intersection to provide LOS "E" conditions (V/C 0.91) during the p.m. peak hour.*

12. *Construct a second left turn lane on the westbound approach at the Watt Avenue and Roseville Road intersection to provide LOS "F" conditions (V/C 1.24) during the p.m. peak hour.*

4.7-I7 Buildout of the Specific Plan under Cumulative Plus Project conditions would increase peak hour traffic volumes on study area roadways in Sutter County.

Under Cumulative No Project conditions, about half of the potential 17,500 dwelling units that could be constructed in the South Sutter County Specific Plan area under the County's recently passed Measure M were assumed. That level of development would require improvements to local roadways, including Riego Road. Under Cumulative No Project conditions, those improvements contained in SACOG's MTP were assumed, including an interchange at Riego Road and Hwy 70/99, and the widening of Riego Road from two lanes to six lanes from Hwy 70/99 to the Placer County line. Federal and State regulations require that the MTP be financially constrained and contain a set of transportation improvements that have realistic funding sources. The MTP assumed that improvements to Riego Road and other roadways in south Sutter County would be funded primarily by development in that area.

Figure 4.7-22 shows the average daily traffic volumes on Sutter County roadways within the study area under Cumulative Plus Project conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 4.7-37. This analysis indicates that full development of the Specific Plan under Cumulative Plus Project conditions would increase congestion at the roadway segments in Sutter County shown in Revised Table 4.7-37. Because Pleasant Grove Road would operate at an acceptable LOS "F", this impact is considered a ***significant impact***.

Revised Table 4.7-37
Roadway Segment Levels of Service – Sutter County
Cumulative Plus Project Conditions

Roadway	Segment	Cumulative No Project Alternative			Cumulative Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Riego Rd	East of Hwy 70/99	6	37,600	B	6	44,600	D
Pleasant Grove Road	North of Sacramento County line	2	18,200	F	2	**19,100**	**F**

Note: ADT = average daily traffic
Source: DKS Associates, 2006.

Mitigation Measures

Implementation of the following mitigation measures would reduce the project contribution to the identified roadway segment to a *less than significant level*. Placer County can collect the fees identified in Mitigation Measure 4.7-17, but cannot compel Sutter County to collect funds and/or construct the improvements identified in this measure. If the identified improvements are not made, the roadway segment would continue to operate at an unacceptable level. Therefore, this impact is considered *significant and unavoidable.*

4.7-17a *Implement Mitigation Measure 4.7-2a.*

4.7-17b *Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the following improvements in Sutter County:*

1. *Widen Pleasant Grove Road to four lanes from Riego Road to the Sacramento County line.*

4.7-I8 Buildout of the Specific Plan under Cumulative Plus Project conditions would increase peak hour traffic volumes on study area intersections in Sutter County.

There are no new significant impacts on Sutter County intersections.

4.7-I9 Buildout of the Specific Plan under Cumulative Plus Project conditions would increase peak hour traffic volumes on study area roadways that are part of the state highway system.

Figure 4.7-22 shows the average daily traffic volumes on Caltrans freeways within the study area under Cumulative Plus Project conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 4.7-39. This analysis indicates that full development of the Specific Plan under Cumulative Plus Project conditions would increase congestion on the following state highway segments that would operate at LOS "F" without the project:

a. Level of Service on the four-lane segment of Hwy 70/99 from Riego Road to Elkhorn Boulevard would continue to operate at LOS "F" conditions and the volume would increase.

b. Level of Service on the four-lane segment of Hwy 65 from Blue Oaks Boulevard to Galleria Boulevard would continue to operate at LOS "F" conditions and the volume would increase.

c. Level of Service on the ten-lane segment of Interstate 80 from Longview Drive to Watt Avenue would continue to operate at LOS "F" conditions and the volume would increase.

d. Level of Service on the eight-lane segment of Interstate 80 from Antelope Road to Douglas Boulevard would continue to operate at LOS "F" conditions and the volume would increase.

e. Level of Service on the twelve-lane segment of Interstate 80 from Auburn Boulevard to Madison Avenue would continue to operate at LOS "F" conditions and the volume would increase.

Because the proposed project would increase congestion on freeways already operating at LOS "F", this is considered a ***significant impact.***

Revised Table 4.7-39 Freeway Segment Levels of Service – State Highways Cumulative Plus Project Conditions							
Roadway	Segment	Cumulative No Project Alternative			Cumulative Plus Project Conditions		
		Lanes[1]	ADT[2]	LOS	Lanes[1]	ADT[2]	LOS
Hwy 70/99	North of Riego Rd	4	68,600	E	4	69,000	E
Hwy 70/99	South of Riego Rd	4	100,200	F	4	**101,600**	**F**
Hwy 70/99	South of Elverta Rd	4	96,000	F	4	**98,700**	**F**
Hwy 65	North of Pleasant Grove Blvd.	4	127,300	F	4	**127,700**	**F**
Hwy 65	South of Pleasant Grove Blvd.	4	127,200	F	4	**128,100**	**F**
I-80	West of Watt Ave	10	194,400	F	10	**195,100**	**F**
I-80	East of Auburn Blvd	12	307,700	F	12	**308,200**	**F**
I-80	West of Riverside Ave	8	241,200	F	8	**243,400**	**F**
I-80	East of Riverside Ave	8	246,600	F	8	**247,600**	**F**
Business 80	West of Watt Ave	6	155,000	F	6	154,700	F
Note 1: Excluding carpool lanes. Note 2: ADT = average daily traffic, excluding HOV traffic Source: DKS Associates, 2006.							

Mitigation Measure

Implementation of the following mitigation measures would reduce the project contribution to traffic congestion on the state highway system to a *less than significant level*. Placer County can collect fees for the improvements below, but cannot compel Caltrans to construct the improvements. If the identified improvements are not made, this impact would remain *significant and unavoidable.*

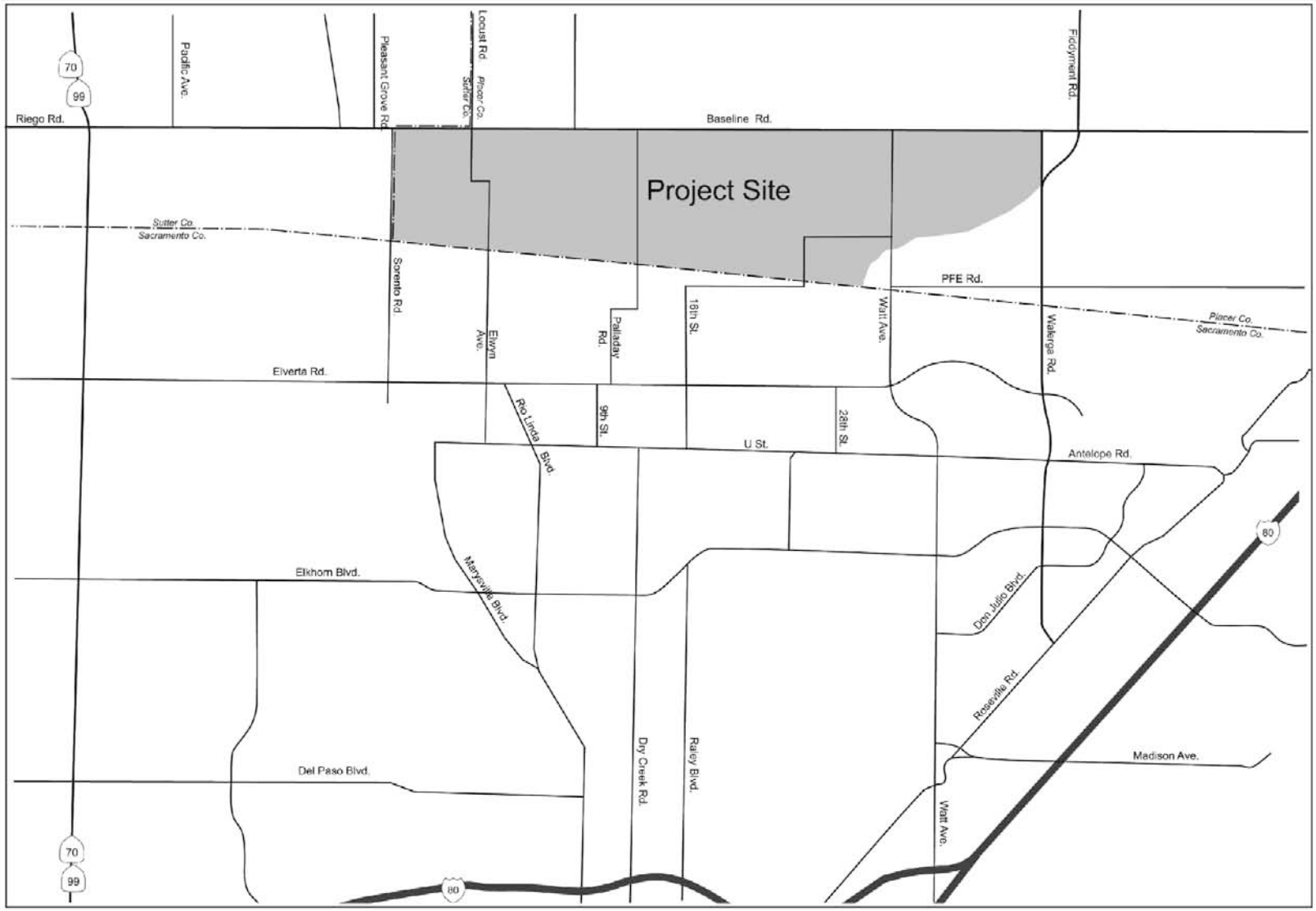
4.7-19a *Implement Mitigation Measure 4.7-2a.*

4.7-19b *Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the following improvements on State highway.*

1. *Widen Hwy 70/99 to six lanes from Riego Road to Elkhorn Boulevard.*
2. *Widen Hwy 65 to six lanes from Blue Oak Boulevard to Galleria Boulevard.*
3. *Widen Interstate 80 to twelve lanes from Longview Drive to Watt Avenue.*
4. *Widen Interstate 80 to ten lanes from Antelope Road to Douglas Boulevard.*
5. *Consider construction of additional lanes on Interstate 80 from Auburn Boulevard to Madison Avenue or other improvements.*

4.7-20 Buildout of the Specific Plan under Cumulative Plus Project conditions would increase peak hour traffic volumes on study area intersections that are part of the state highway system.

There are no new significant impacts to State highway intersections.



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

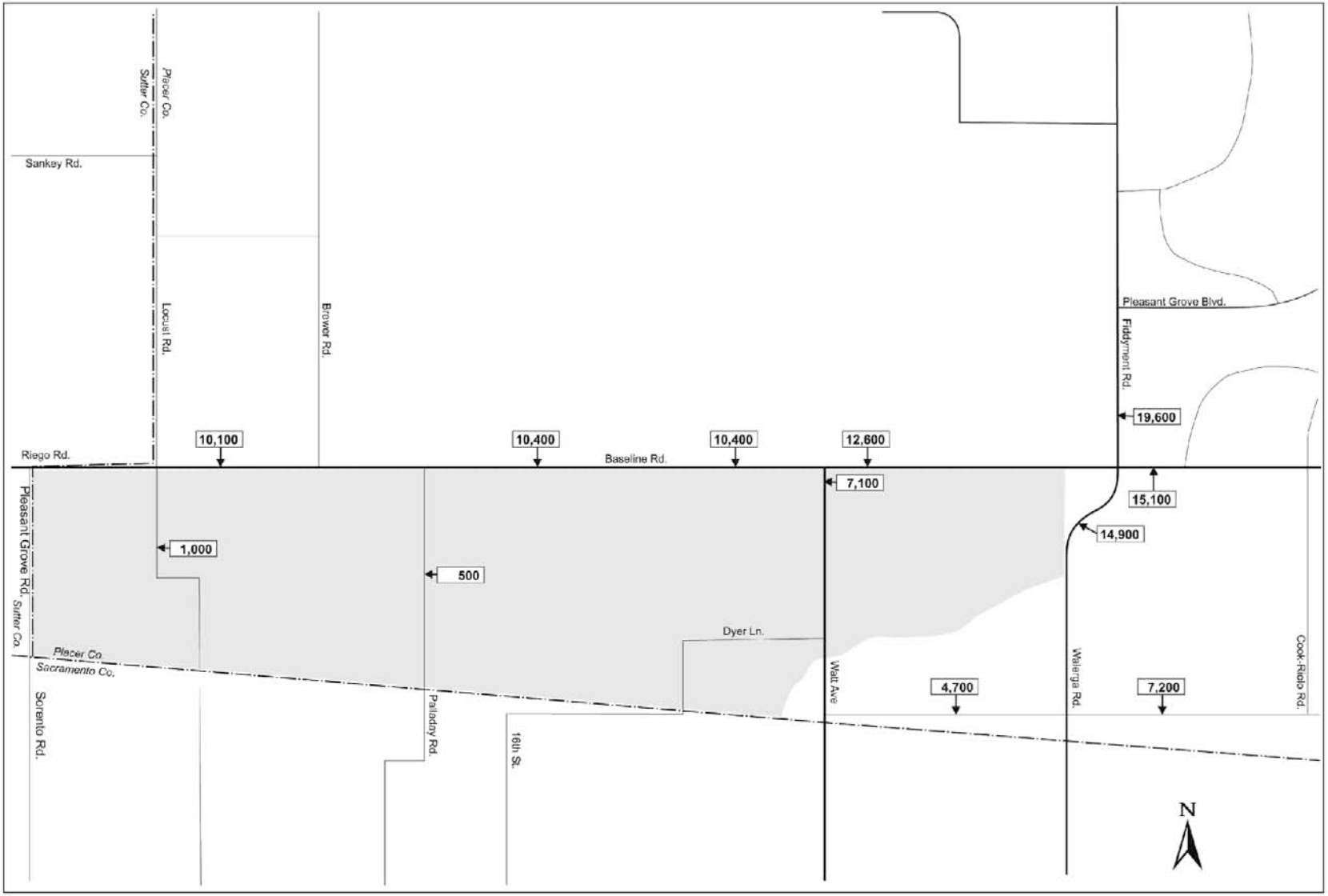
Quad Knopf

PLACER VINEYARDS SPECIFIC PLAN

STUDY AREA (REVISED)

Figure 4.7-1

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

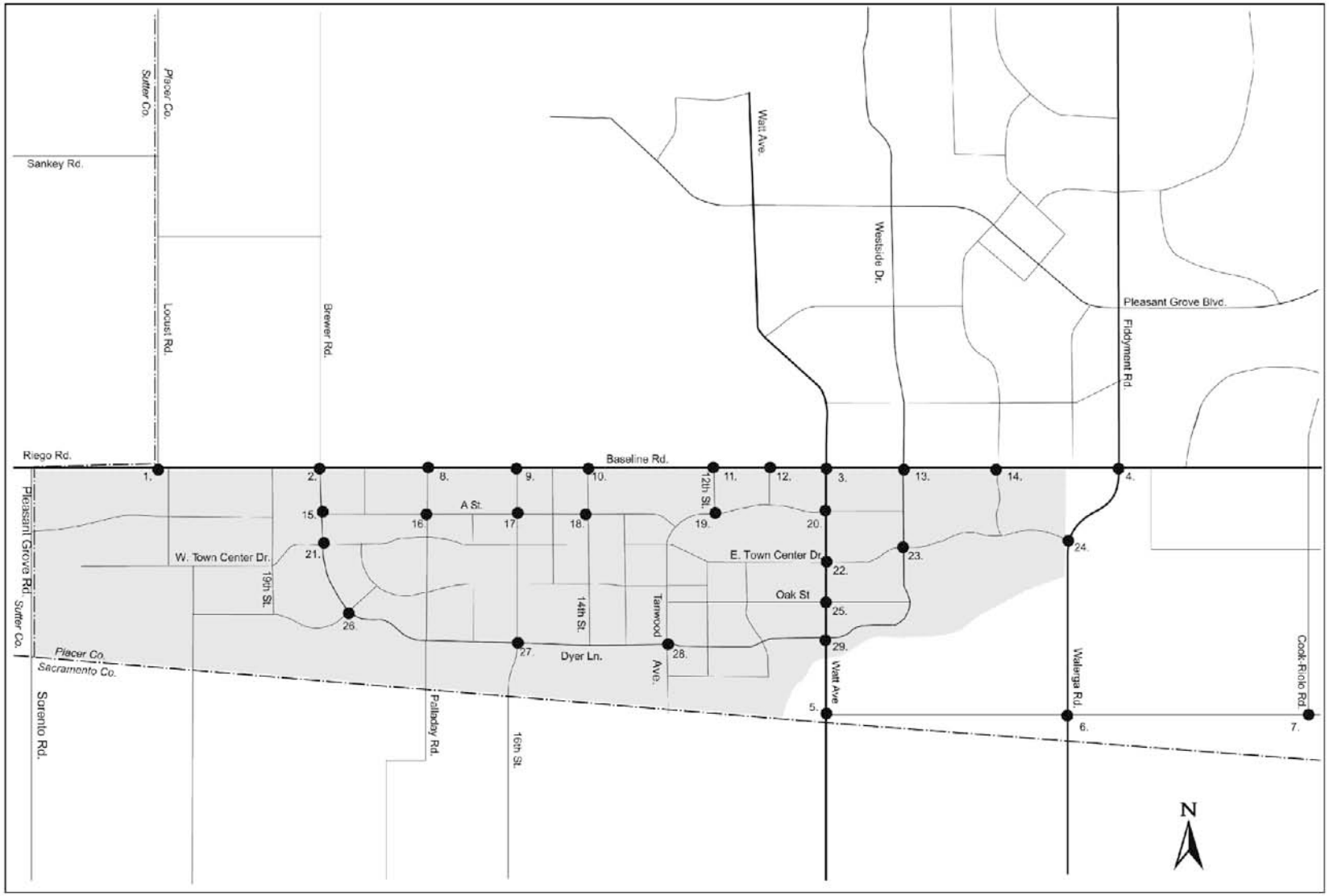
Quad Knopf

PLACER VINEYARDS SPECIFIC PLAN

DAILY ROADWAY VOLUMES - PLACER COUNTY EXISTING CONDITIONS (REVISED)

Figure 4.7-3

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

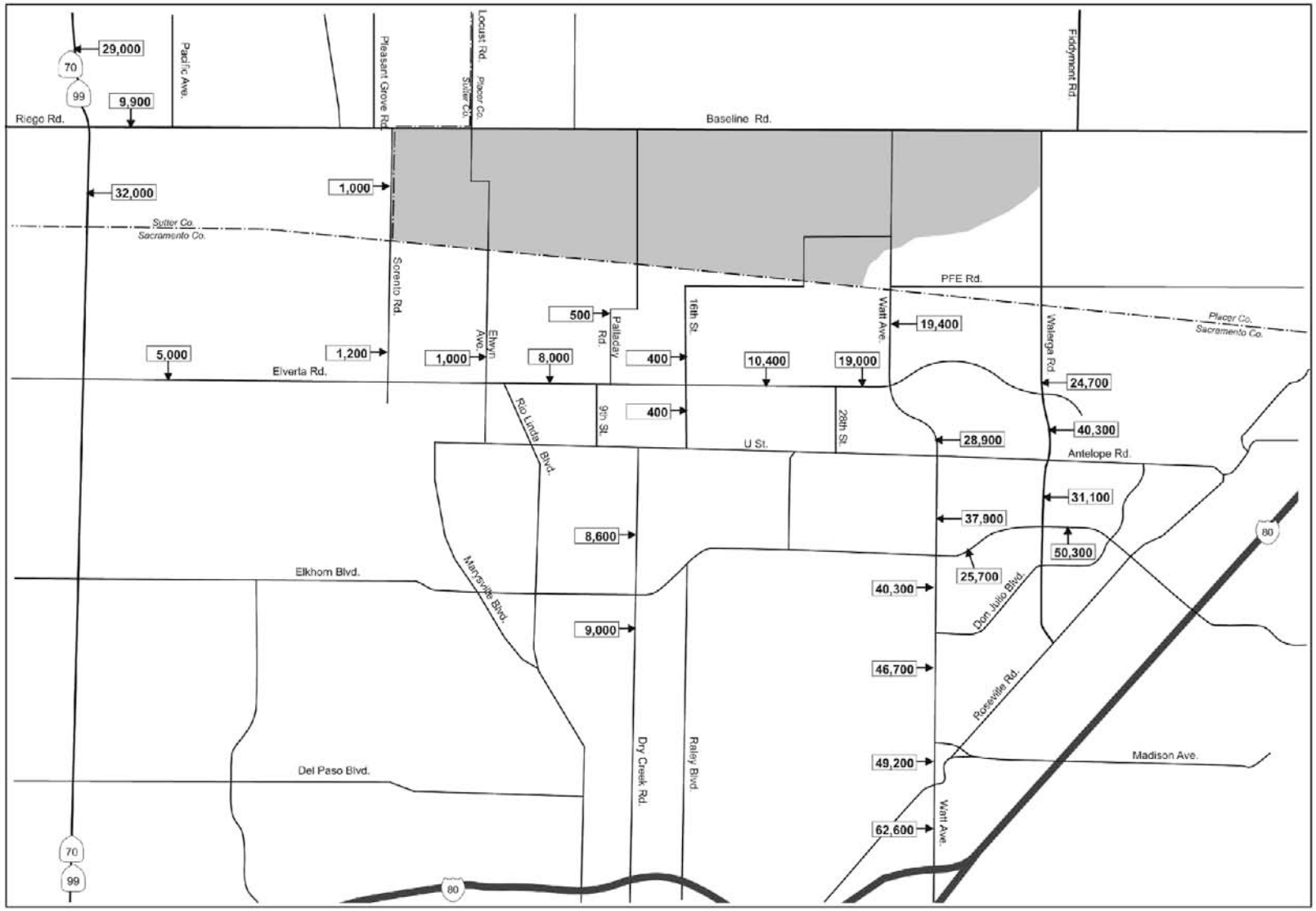
Quad Knopf

PLACER VINEYARDS SPECIFIC PLAN

STUDY INTERSECTION LOCATIONS - PLACER COUNTY (REVISED)

Figure 4.7-4

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

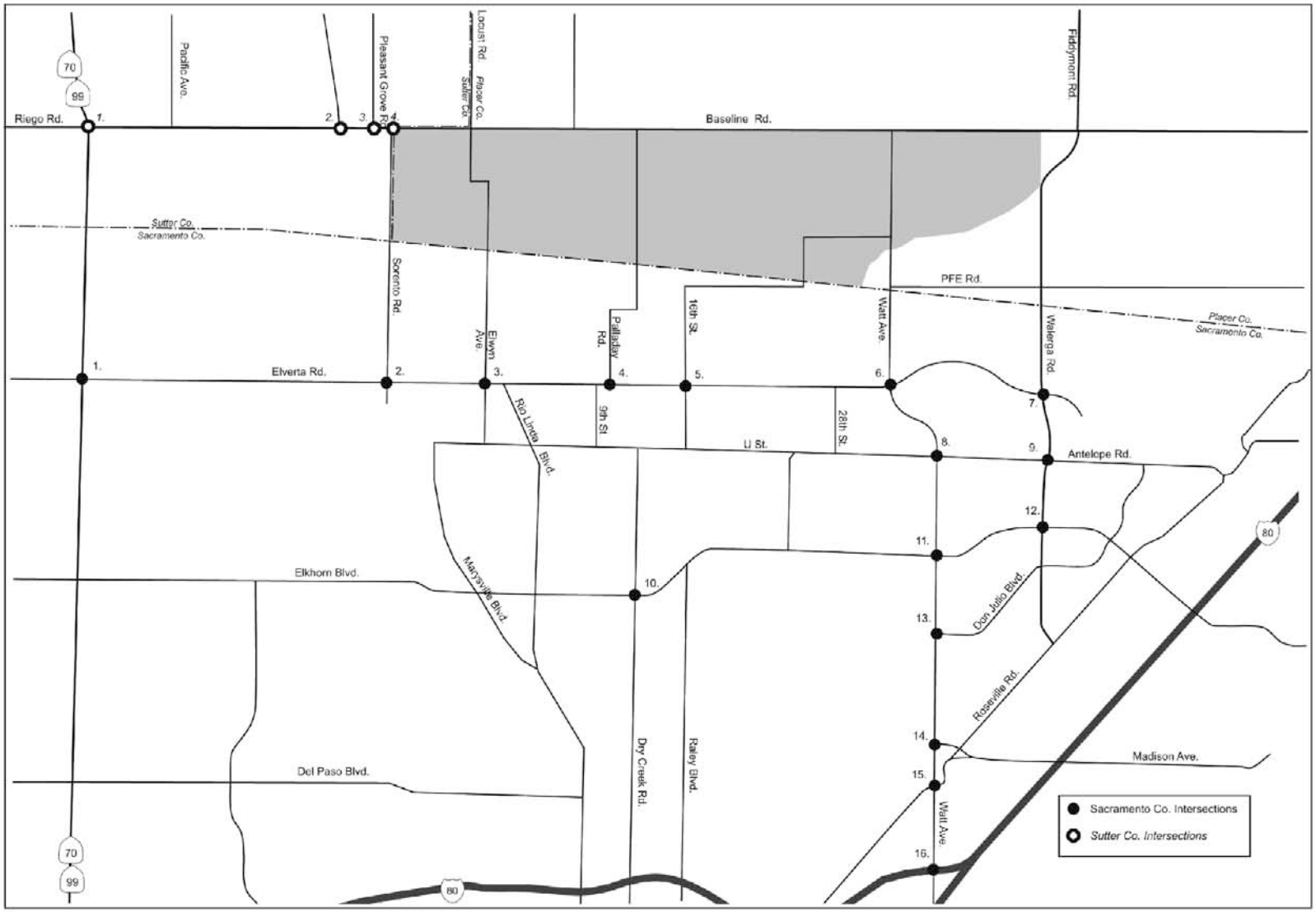
Quad Knopf

PLACER VINEYARDS SPECIFIC PLAN

DAILY ROADWAY VOLUMES - SACRAMENTO AND SUTTER COUNTIES EXISTING CONDITIONS (REVISED)

Figure 4.7-7

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

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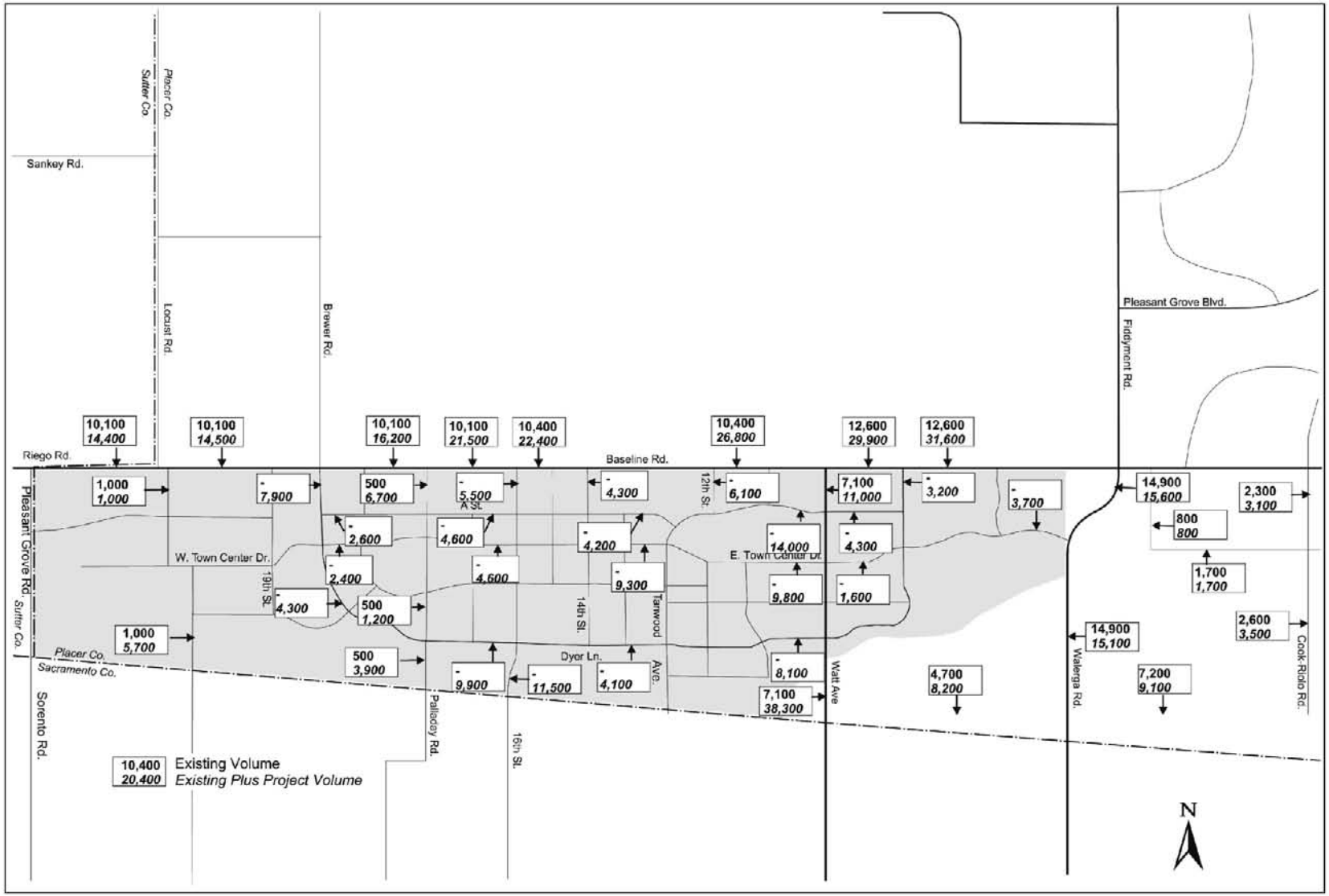
PLACER VINEYARDS SPECIFIC PLAN

STUDY INTERSECTION LOCATIONS SACRAMENTO AND SUTTER COUNTIES (REVISED)

Figure 4.7-8

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

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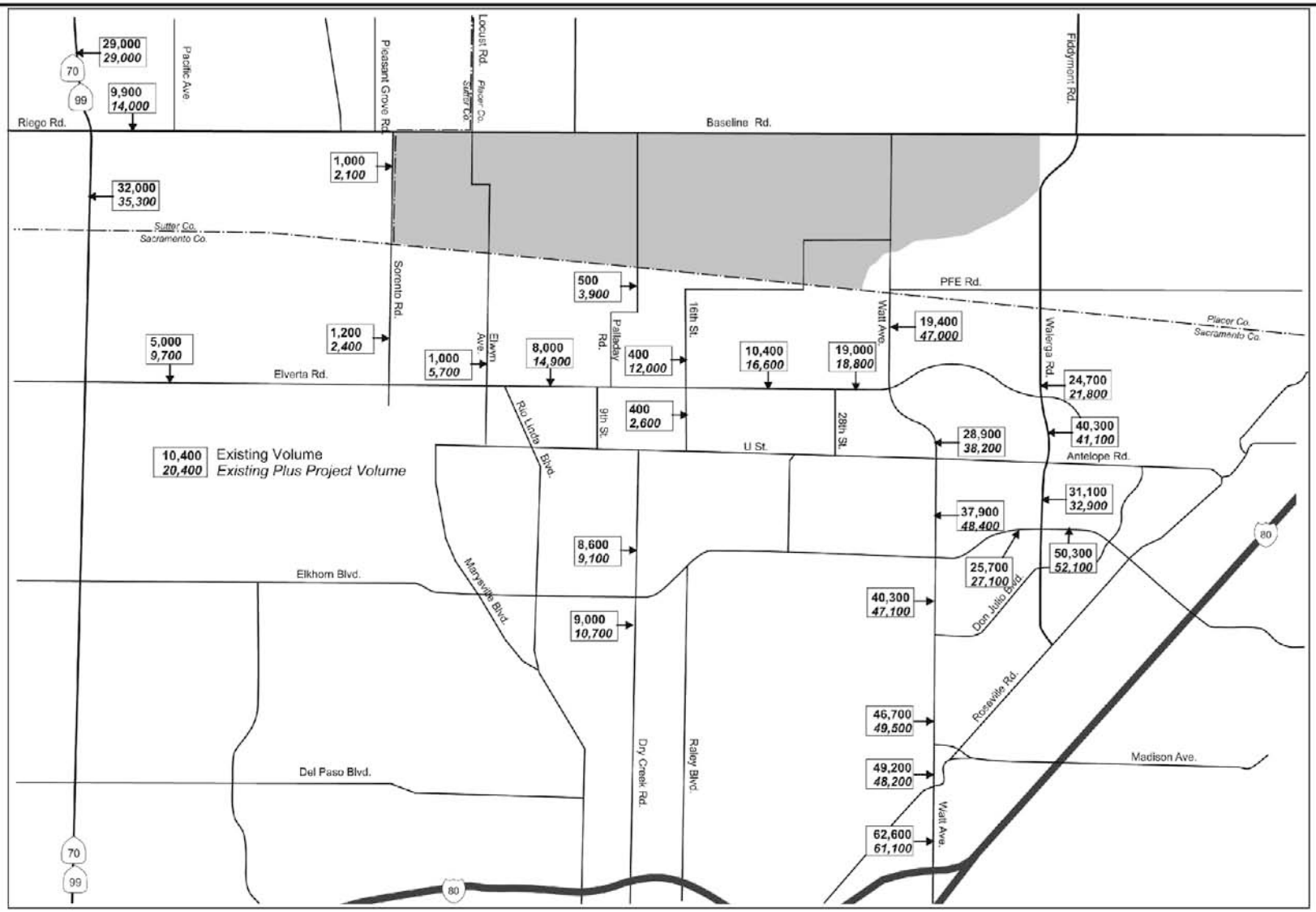
PLACER VINEYARDS SPECIFIC PLAN

DAILY ROADWAY VOLUMES - PLACER COUNTY EXISTING PLUS PROJECT CONDITIONS (REVISED)

Figure 4.7-10

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

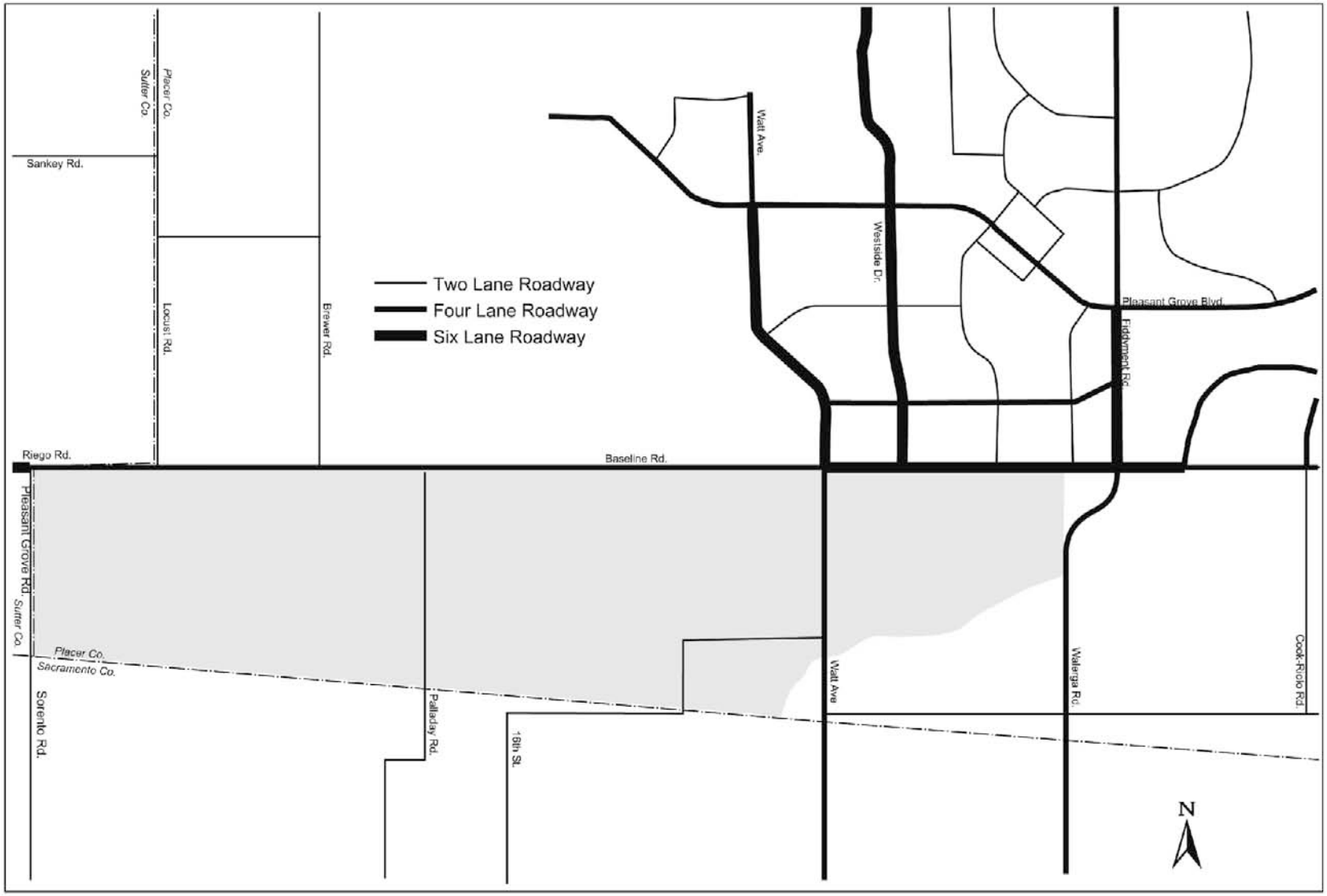
Quad Knopf

PLACER VINEYARDS SPECIFIC PLAN

DAILY ROADWAY VOLUMES - SACRAMENTO AND SUTTER COUNTIES EXISTING PLUS PROJECT CONDITIONS (REVISED)

Figure 4.7-12

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

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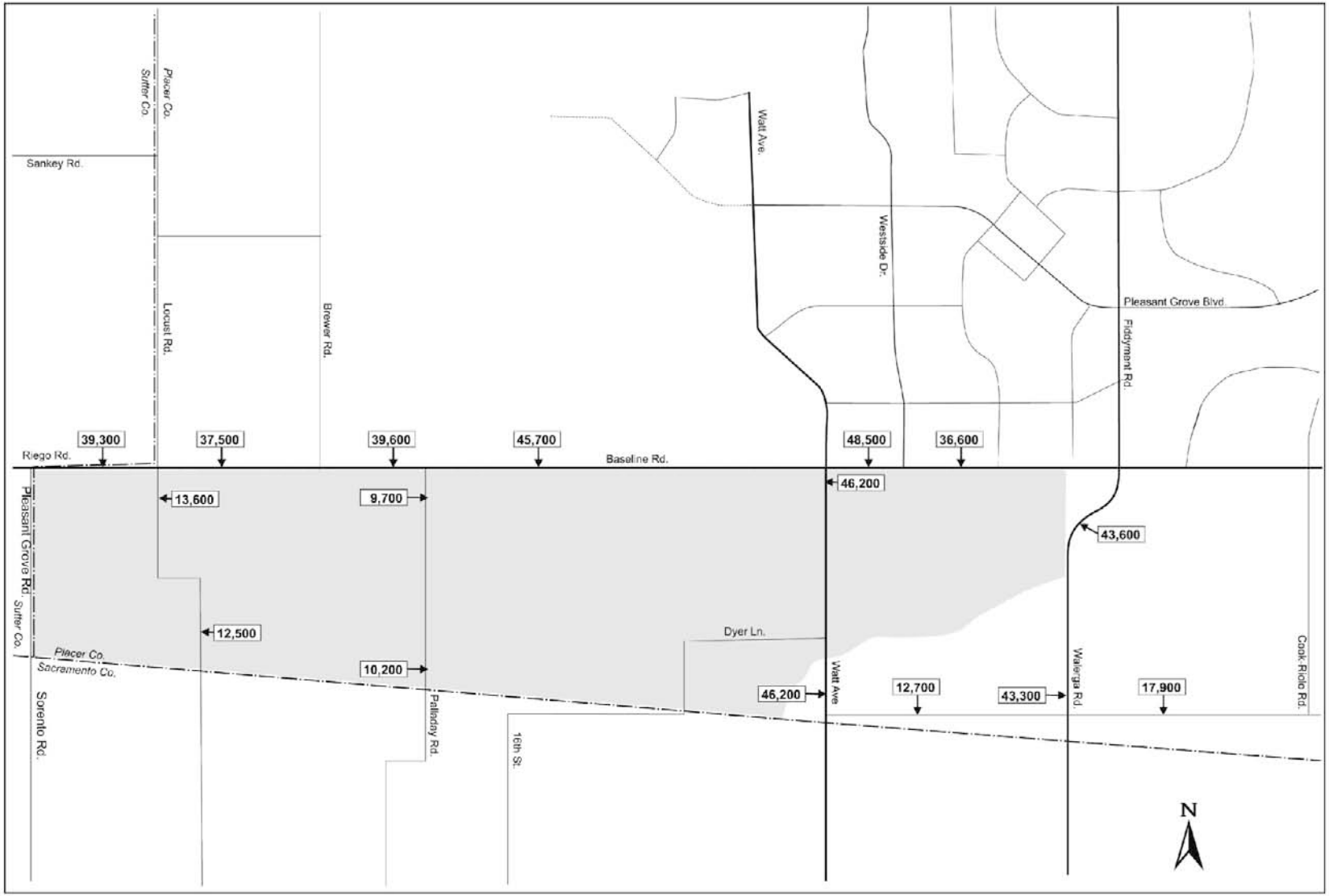
PLACER VINEYARDS SPECIFIC PLAN

PROJECT AREA ROADWAY LANES 2015 NO PROJECT ALTERNATIVE (REVISED)

Figure 4.7-13

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

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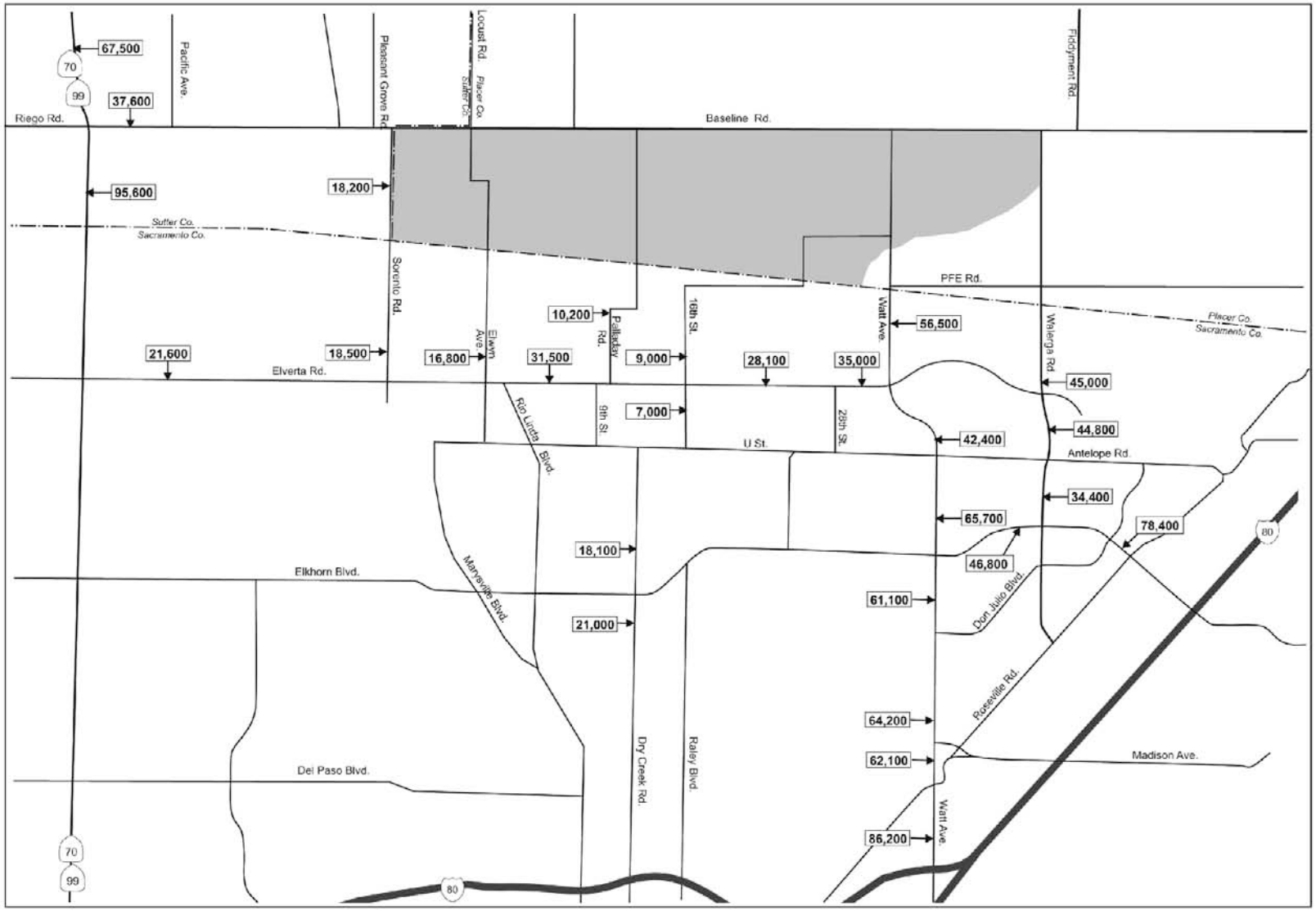
PLACER VINEYARDS SPECIFIC PLAN

DAILY ROADWAY VOLUMES - PLACER COUNTY 2015 NO PROJECT ALTERNATIVE (REVISED)

Figure 4.7-14

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

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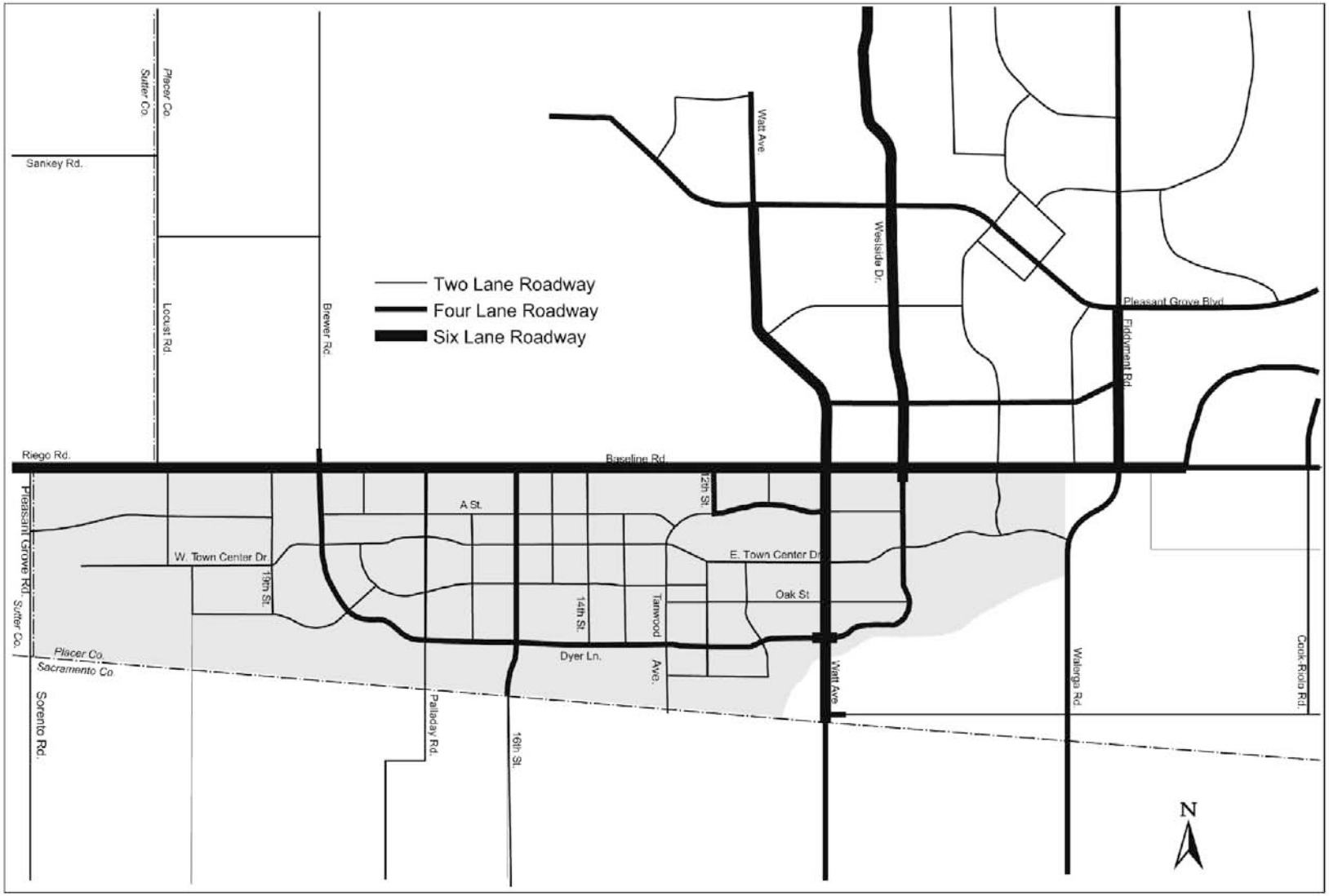
PLACER VINEYARDS SPECIFIC PLAN

DAILY ROADWAY VOLUMES - SACRAMENTO AND SUTTER COUNTIES CUMULATIVE (2025) NO PROJECT ALTERNATIVE (REVISED)

Figure 4.7-16

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

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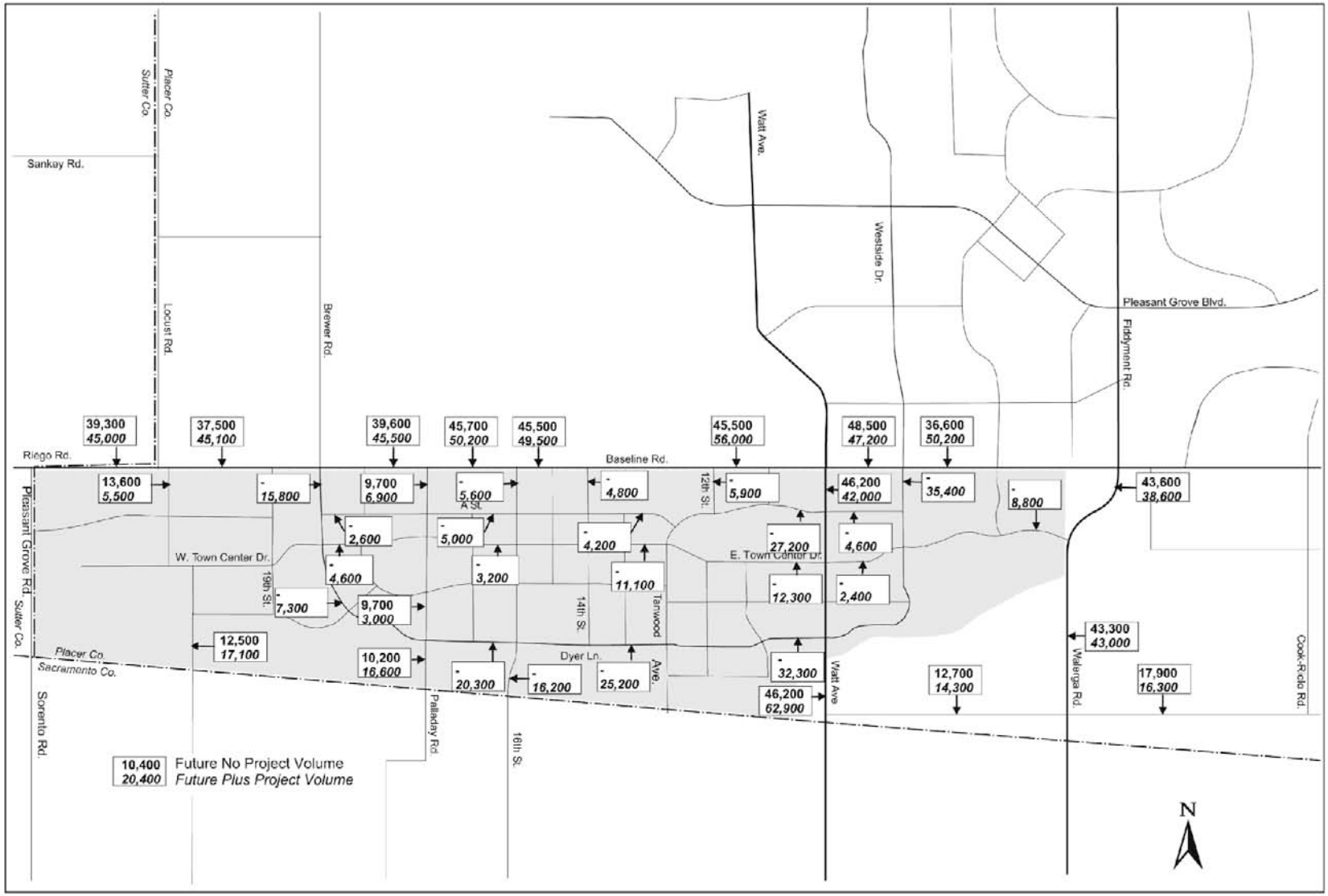
PLACER VINEYARDS SPECIFIC PLAN

PROJECT AREA ROADWAY LANES CUMULATIVE (2025) PLUS PROJECT (REVISED)

Figure 4.7-17

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

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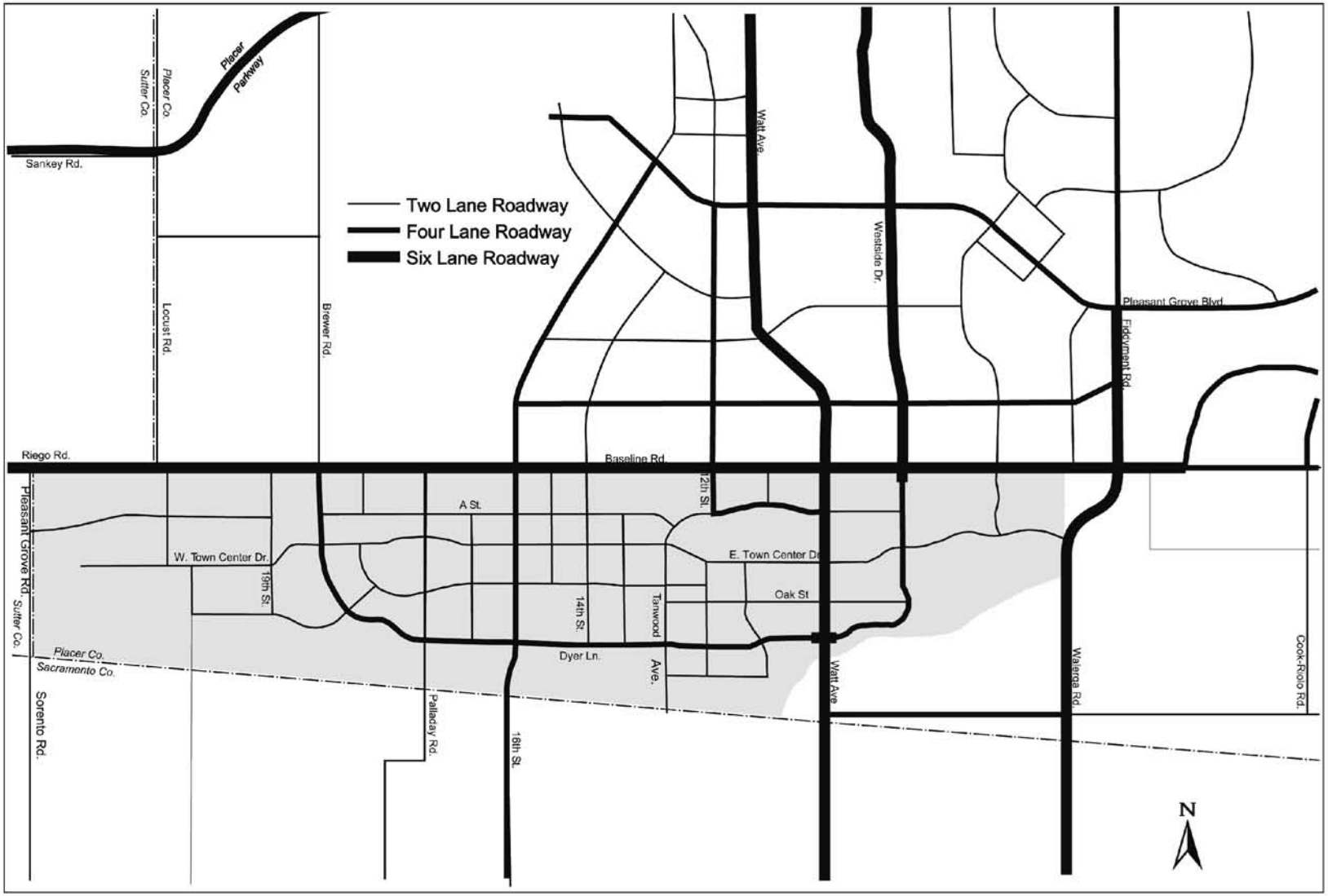
PLACER VINEYARDS SPECIFIC PLAN

DAILY ROADWAY VOLUMES - PLACER COUNTY CUMULATIVE (2025) PLUS PROJECT (REVISED)

Figure 4.7-18

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

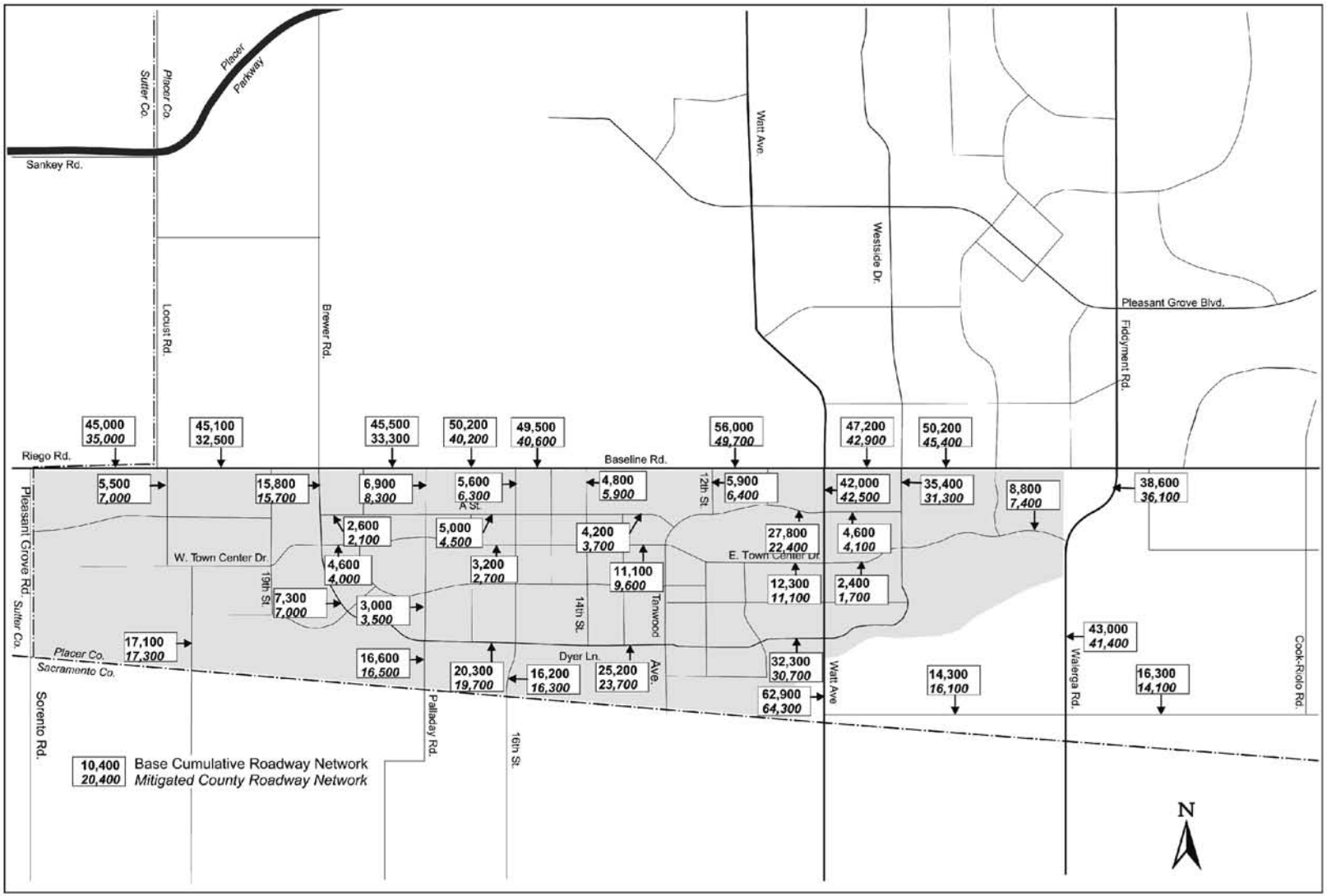
Quad Knopf

PLACER VINEYARDS SPECIFIC PLAN

PROJECT AREA ROADWAY LANES - CUMULATIVE (2025) PLUS PROJECT WITH MITIGATED TRANSPORTATION NETWORK (REVISED)

Figure 4.7-19

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/26/2006

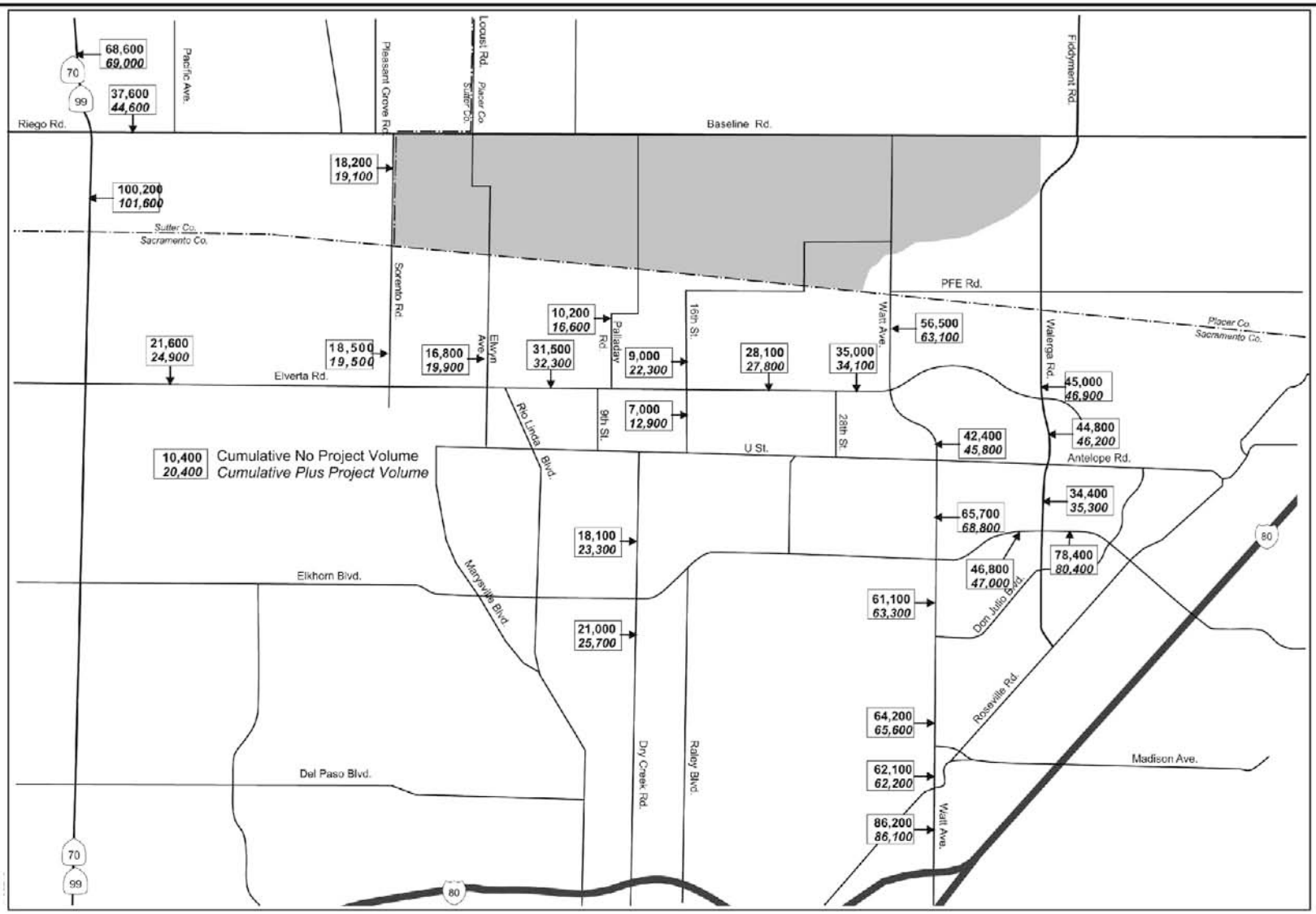
Quad Knopf

PLACER VINEYARDS SPECIFIC PLAN

DAILY ROADWAY VOLUMES - PLACER COUNTY - CUMULATIVE (2025) PLUS PROJECT WITH MITIGATED TRANSPORTATION NETWORK (REVISED)

Figure 4.7-20

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

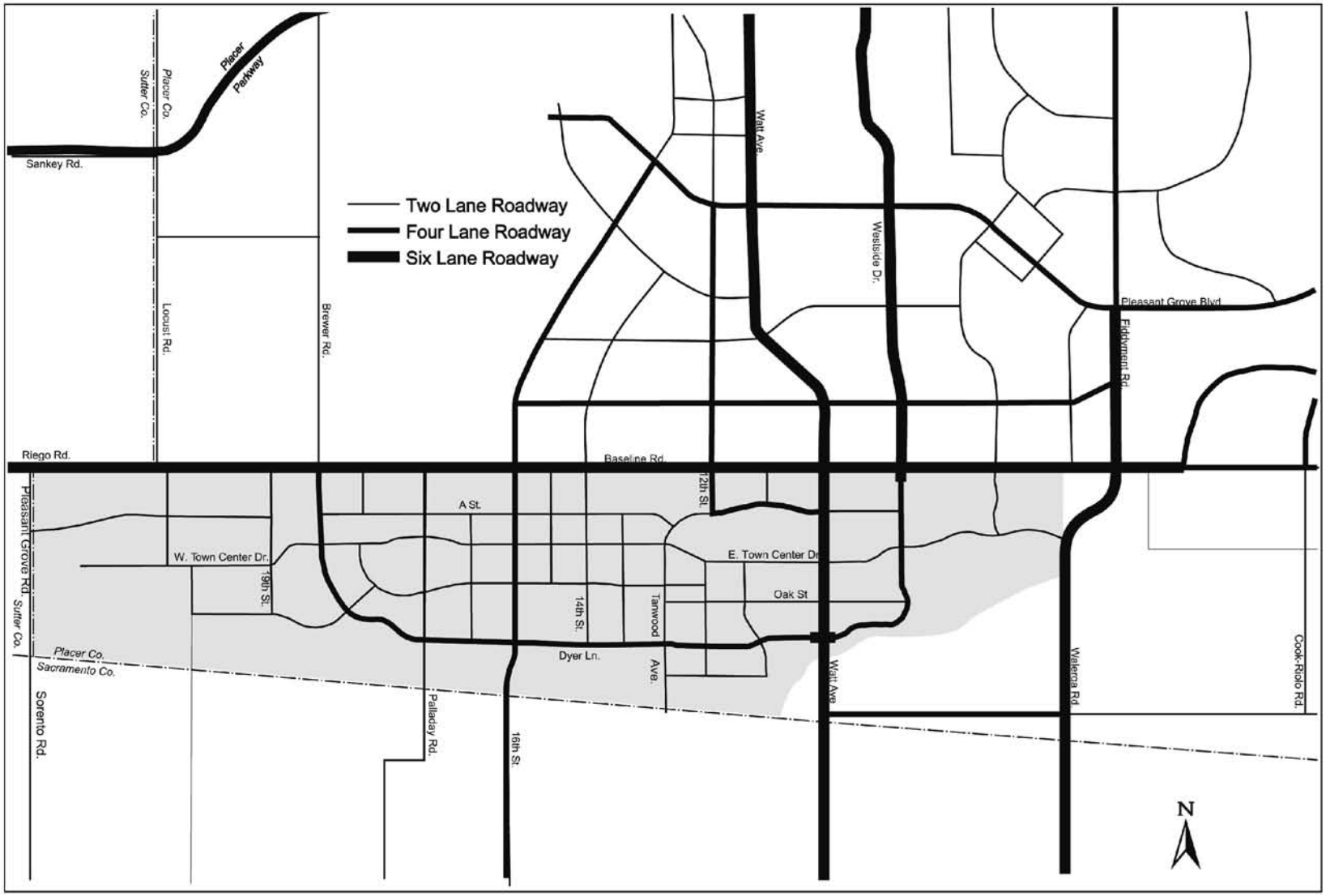
Quad Knopf

PLACER VINEYARDS SPECIFIC PLAN

DAILY ROADWAY VOLUMES - SACRAMENTO AND SUTTER COUNTIES CUMULATIVE (2025) PLUS PROJECT (REVISED)

Figure 4.7-22

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/26/2006

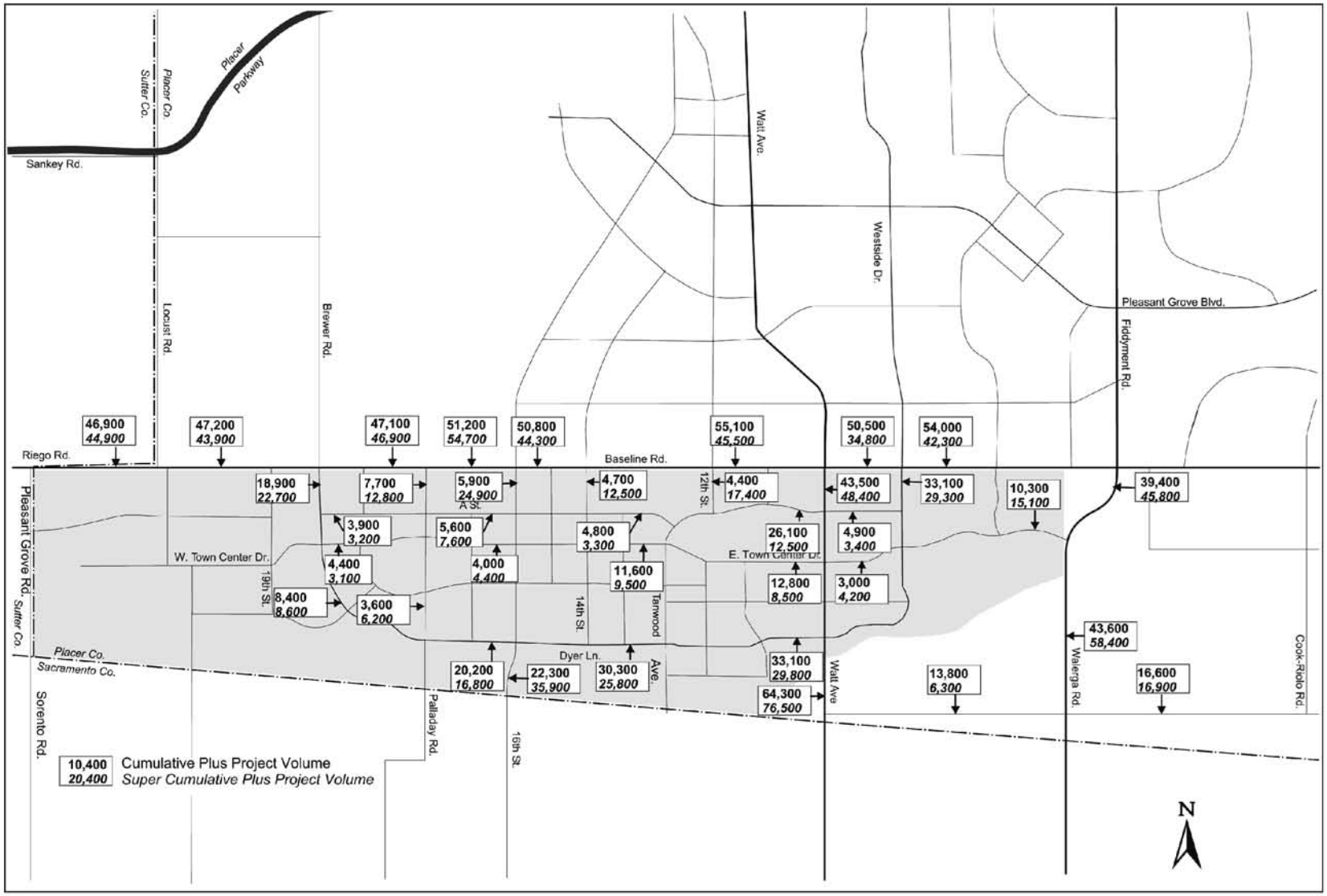
Quad Knopf

PLACER VINEYARDS SPECIFIC PLAN

DAILY ROADWAY VOLUMES - PLACER COUNTY SUPER CUMULATIVE PLUS PROJECT CONDITIONS (REVISED)

Figure 4.7-23

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/26/2006

Quad Knopf

PLACER VINEYARDS SPECIFIC PLAN

DAILY ROADWAY VOLUMES - PLACER COUNTY SUPER CUMULATIVE PLUS PROJECT CONDITIONS (REVISED)

Figure 4.7-24

Job No.: 97218

Chapter Six

Alternatives

6.3.4 BLUEPRINT ALTERNATIVE

TRANSPORTATION AND CIRCULATION

Existing Plus Blueprint Alternative Conditions

The approach to the Existing Plus Blueprint Alternative analysis is similar to the approach used to analyze the proposed project, and is described on page 4.7-30. The number of roadway lanes is depicted in Figure 6-4.

- **Placer County**

Figure 6-5 shows the average daily traffic volumes on unincorporated Placer County roadways within the study area under Existing and Existing Plus Blueprint conditions (Impact 4.7-2). A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 6-11.

This analysis indicates that full development of the Blueprint Alternative under existing conditions would cause impacts on the following Placer County roadway segment:

a. Level of Service on the segment of Walerga Road from Baseline Road to PFE Road would remain LOS "D" but the proposed project would increase the traffic volume and volume-to-capacity ratio on this segment.

b. Level of Service on the segment of Watt Avenue from Dyer Lane to PFE Road would degrade from LOS "A" to LOS "D."

In contrast, the proposed Specific Plan would have an impact on the above Walerga Road segments, but not those on Watt Avenue. Implementation of Mitigation Measure 4.7-2b would result in LOS "A" under either the project or the Blueprint Alternative (with a V/C 0.44 for the latter). However, feasible mitigation measures have not been found for the segment of Watt Avenue from Dyer Lane to PFE Road. Therefore, this impact is ***significant and unavoidable*** for the Blueprint Alternative only.

The Blueprint Alternative would also increase peak hour traffic volumes on study area intersections in unincorporated Placer County (Impact 4.7-3).

Based on a signal warrant analysis, the Blueprint Alternative would cause signal warrants to be met at the same intersections as the proposed project.

Figure 4.7-4 shows the key study area intersections in unincorporated Placer County. Table 6-12 presents the intersection Level of Service analysis at these intersections for the p.m. peak hour under Existing and Existing Plus Blueprint conditions. The traffic volumes and lane geometry at each intersection in Table 6-12 are shown in Appendix I.

This analysis indicates that development of the Blueprint Alternative under existing conditions would cause impacts at the following intersections:

a. Level of Service at the intersection of Baseline Road and Fiddyment Road/Walerga Road would degrade from LOS "D" to LOS "F".

b. Level of Service at the intersection of Watt Avenue and PFE Road would degrade from LOS "C" to LOS "D"

c. Level of Service at the intersection of Walerga Road and PFE Road would degrade from LOS "E" to LOS "F".

In comparison, the proposed Specific Plan would have impacts at Baseline Road/Fiddyment Road/Walerga Road and Walerga Road/PFE Road, but not the other intersection.

Mitigation Measures 4.7-3a and 4.7-3b would be required to improve intersection operations under the Blueprint Alternative. In addition, with the implementation of Mitigation Measure 6.7-3c, the impact of the Blueprint Alternative would be *less than significant.*

6.7-3c *Consistent with Mitigation Measure 4.7-2a, construct a westbound left turn lane to the intersection of Watt Avenue and PFE Road to improve operations from LOS "D" to LOS "B."*

There are no new impacts to intersections in Placer County.

- **Sacramento County**

The Blueprint Alternative would increase daily traffic volumes on study area roadways in Sacramento County (Impact 4.7-5). Figure 6-7 shows the average daily traffic volumes on Sacramento County roadways within the study area under Existing Plus Blueprint conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 6-14. This analysis indicates that development of the Blueprint Alternative under existing conditions would cause impacts on the following Sacramento County roadway segments:

a. Level of Service on the two-lane segment of Elverta Road from 16th Street to Rio Linda Boulevard would degrade from LOS "A" to LOS "F."

b. Level of Service on the two- to four-lane segment of Watt Avenue from the Placer County line to Elverta Road would degrade from LOS "A" to LOS "F."

c. Level of Service on the segment of Watt Avenue from Elverta Road to Antelope Road would degrade from LOS "D" to LOS "F."

Revised Table 6-II
Roadway Segment Levels of Service – Unincorporated Placer County
Existing Plus Blueprint Conditions

Roadway	Segment	Existing Conditions			Existing Plus Project			Existing Plus Blueprint		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Baseline Road	East of County Line	2	10,100	A	6	14,400	A	6	16,600	A
Baseline Road	East of Locust Road	2	10,100	A	6	14,500	A	6	16,800	A
Baseline Road	East of Brewer Road	2	10,100	A	6	16,200	A	6	18,800	A
Baseline Road	East of Palladay Road	2	10,100	A	6	21,500	A	6	23,600	A
Baseline Road	East of 16th Street	2	10,400	B	6	22,400	A	6	25,900	A
Baseline Road	East of 12th Street	2	10,400	B	6	26,800	A	6	29,300	A
Baseline Road	East of Watt Avenue	2	12,600	B	6	29,900	A	6	32,500	B
Baseline Road	East of Dyer Lane	2	12,600	B	6	31,600	A	6	35,200	B
Walerga Road	South of Baseline Road	2	14,900	D	2	**15,600**	**D**	2	**15,900**	**D**
Walerga Road	North of PFE Road	2	14,900	D	2	**15,100**	**D**	2	**15,200**	**D**
Watt Avenue	South of Baseline Road	2	7,100	A	6	11,000	A	6	12,500	A
Watt Avenue	South of Dyer Lane	2	7,100	A	6	38,300	C	6	**43,700**	**D**
PFE Road	East of Watt Avenue	2	4,700	A	2	8,200	A	2	10,500	A
PFE Road	East of Walerga Road	2	7,200	A	2	9,100	A	2	10,600	A
Locust Road	South of Baseline Road	2	1,000	A	2	1,000	A	2	1,300	A
Locust Road	North of county line	2	1,000	A	2	5,700	A	2	9,100	A
Palladay Road	South of Baseline Road	2	500	A	2	6,700	A	2	6,700	A
Palladay Road	North of Dyer Lane	2	500	A	2	1,200	A	2	1,600	A
Palladay Road	North of county line	2	500	A	2	3,900	A	2	7,600	A
Dyer Lane	South of Baseline Rd (W)				4	7,900	A	4	10,200	A
Dyer Lane	South of Town Center Dr				4	4,300	A	4	5,600	A
Dyer Lane	West of 16th Street				4	9,900	A	4	15,800	A
Dyer Lane	West of Tanwood Avenue				4	4,100	A	4	6,600	A
Dyer Lane	West of Watt Avenue				4	8,100	A	4	12,000	A
Dyer Lane	South of Baseline Rd (E)				4	3,200	A	4	5,100	A
16th Street	South of Baseline Road				4	5,500	A	4	7,200	A
16th Street	South of Dyer Lane				4	11,500	A	4	13,900	A
14th Street	South of Baseline Road				2	4,300	A	2	6,100	A
12th Street	South of Baseline Road				4	6,100	A	4	4,600	A
A Street	East of Dyer Lane (W)				2	2,600	A	2	3,300	A
A Street	West of 16th Street				2	4,600	A	2	5,100	A

Revised Table 6-I1
Roadway Segment Levels of Service – Unincorporated Placer County
Existing Plus Blueprint Conditions

Roadway	Segment	Existing Conditions			Existing Plus Project			Existing Plus Blueprint		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
A Street	West of Tanwood Avenue				2	4,200	A	2	5,800	A
A Street	West of Watt Avenue				4	14,000	A	4	16,600	A
A Street	West of Dyer Lane				2	4,300	A	2	6,200	A
Town Center Dr	East of Dyer Lane (W)				2	2,400	A	2	3,900	A
Town Center Dr	West of 16th Street				2	4,600	A	2	5,500	A
Town Center Dr	West of Tanwood Avenue				2	9,300	A	2	6,100	A
Town Center Dr	West of Watt Avenue				2	9,800	A	2	11,000	A
Town Center Dr	West of Dyer Lane (E)				2	1,600	A	2	3,600	A
Town Center Dr	West of Walerga Road				2	3,700	A	2	6,600	A

Notes: ADT = average daily traffic. Significant impacts are highlighted in bold letters
"Blank" = Roadway does not exist under this scenario.
Source: DKS Associates, 2006.

Revised Table 6-I4
Roadway Segment Levels of Service – Sacramento County
Existing Plus Blueprint Conditions

Roadway	Segment	Existing Conditions			Existing Plus Project			Existing Plus Blueprint		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Elverta Road	East of Hwy 70/99	2	5,000	A	2	9,700	A	2	17,700	B
Elverta Road	East of Rio Linda Blvd	2	8,000	A	2	14,900	D	2	**18,200**	**F**
Elverta Road	East of 16th Street	2	10,400	A	2	16,600	E	2	16,700	E
Elverta Road	West of Watt Avenue	2	19,000	F	2	18,800	F	2	18,900	F
Watt Avenue	North of Elverta Road	4	19,400	A	41	**47,000**	**F**	4	**50,400**	**F**
Watt Avenue	North of Antelope Road	4	28,900	D	4	**38,200**	**F**	4	**49,600**	**F**
Watt Avenue	North of Elkhorn Blvd	4	37,900	F	4	**48,400**	**F**	4	**50,500**	**F**
Watt Avenue	North of Don Julio Blvd	4	40,300	F	4	**47,100**	**F**	4	**50,200**	**F**
Watt Avenue	North of Airbase Drive	6	46,700	D	6	49,500	E	6	52,200	E
Watt Avenue	North of Roseville Road	5	49,200	F	5	48,200	F	5	50,400	F
Watt Avenue	North of I-80	5	62,600	F	5	61,100	F	5	62,800	F
Walerga Road	North of Elverta Road	4	24,700	B	4	21,800	B	4	22,600	B

Revised Table 6-I4
Roadway Segment Levels of Service – Sacramento County
Existing Plus Blueprint Conditions

Roadway	Segment	Existing Conditions			Existing Plus Project			Existing Plus Blueprint		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Walerga Road	North of Antelope Road	4	40,300	F	4	41,100	F	4	**42,600**	**F**
Walerga Road	North of Elkhorn Blvd	4	31,100	D	4	32,900	E	4	33,400	E
Sorento Road	North of Elverta Road	2	1,200	A	2	2,400	A	2	4,500	A
Elwyn Road	North of Elverta Road	2	1,000	A	2	5,700	A	2	9,100	A
Palladay Road	North of Elverta Road	2	500	A	2	3,900	A	2	7,600	A
16th Street	North of Elverta Road	2	400	A	2	12,000	B	2	14,600	D
16th Street	South of Elverta Road	2	400	A	2	2,600	A	2	6,000	A
Dry Creek Road	North of Elkhorn Boulevard	2	8600	A	2	9,100	A	2	10,000	A
Dry Creek Road	South of Elkhorn Boulevard	2	9000	A	2	10,700	A	2	12,200	B
Elkhorn Boulevard	East of Watt Avenue	4	25,700	C	4	27,100	C	4	27,700	C
Elkhorn Boulevard	East of Walerga Road	4	50,300	F	4	**52,100**	**F**	4	**53,000**	**F**

Note: ADT = average daily traffic. Significant impacts are highlighted in bold letters
[1] Watt Avenue has 2 lanes from Placer County line to Tourmaline Way, 4 lane from Silver Fern Dr to just north of Elverta Road, and 6 lanes through the its intersection with Elverta Road. The capacity of this segment of Watt Avenue is primarily dictated by its capacity through the Elverta Road intersection.
Source: DKS Associates, 2006.

d. Level of Service on the segment of Watt Avenue from Antelope Road to Elkhorn Boulevard would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

e. Level of Service on the segment of Watt Avenue from Elkhorn Boulevard to Don Julio Boulevard would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

f. Level of Service on Walerga Road from the Elverta Road to Antelope Road would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

g. Level of Service on the segment of Elkhorn Boulevard from Walerga Road to I-80 would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

Implementation of the following additional mitigation measures and Mitigation Measures 4.7-5a and 4.7-5b would reduce this impact to a less than significant level. The mitigated Level of Service of Watt Avenue between the Placer County line and Elverta Road is LOS "E" (V/C 0.93), between Elverta Road and Antelope Road is "E" (V/C 0.92), between Antelope Road and Elkhorn Boulevard is "E" (V/C 0.94), and between Elkhorn Boulevard and Don Julio Boulevard. is "E" (V/C 0.93). As discussed on page 4.7-45, implementation of these mitigation measures is within the jurisdiction of the County of Sacramento. If the identified improvements are not made, the roadway segments would continue to operate at an unacceptable level. Therefore, this impact is considered ***significant and unavoidable.***

6.7-5c *Consistent with Mitigation Measure 4.7-2a, widen Elverta Road to four lanes from 16th Street to Rio Linda Boulevard to provide LOS "A" (V/C 0.51)*

6.7-5d *Consistent with Mitigation Measure 4.7-2a, widen Walerga Road to six lanes from Elverta Road to Antelope Road to provide LOS "C" (V/C 0.79)*

Under Existing Plus Blueprint conditions, no improvements were assumed for Sacramento County intersections in the study area beyond existing conditions. Figure 4.7-8 shows the key study area intersections in Sacramento County. Revised Tables 6-15 and 6-16 present the intersection Level of Service analysis at these intersections for the a.m. and p.m. peak hour under Existing Plus Project conditions (Impact 4.7-6). The traffic volumes and lane geometry at each intersection in Revised Tables 6-15 and 6-16 are shown in Appendix I.

Revised Table 6-I5
A.M. Peak Hour Levels of Service at Study Intersections – Sacramento County
Existing Plus Blueprint Conditions

Intersection		Existing Conditions			Existing Plus Project Conditions			Existing Plus Blueprint Conditions		
			LOS Criteria			LOS Criteria			LOS Criteria	
North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
1 Hwy 70/99	Elverta Rd	A		8.4	D		35.9	C		33.1
2 Sorento Rd	Elverta Road	A		1.8	A		1.9	E		37.3
3 Elwyn Ave	Elverta Road	C		16.2	**F**		**45.4**	**F**		**171.1**
4 Palladay Rd	Elverta Road	A		0.3	A		0.3	C		13.3
5 16th Street	Elverta Rd	A		1.6	**F**		**140.4**	**F**		**182.2**
6 Watt Ave	Elverta Rd	A	0.56		D	0.82		D	0.86	
7 Walerga Rd	Elverta Rd	D	0.86		D	0.89		E	0.97	
8 Watt Ave	Antelope Rd	C	0.73		D	0.87		E	0.92	
9 Walerga Rd	Antelope Rd	C	0.73		D	0.85		D	0.86	
10 Dry Creek	Elkhorn Blvd	B	0.60		B	0.60		C	0.74	
11 Watt Ave	Elkhorn Blvd	C	0.76		C	0.83		D	0.87	
12 Walerga Rd	Elkhorn Blvd	B	0.68		B	0.69		B	0.7	
13 Watt Ave	Don Julio Blvd	A	0.51		B	0.65		B	0.68	
14 Watt Ave	Air Base Dr	B	0.63		**F**	**1.01**		**F**	**1.16**	
15 Watt Ave	Roseville Rd	D	0.88		E	0.92		E	0.96	
16 Watt Ave	I-80 WB	B		16.6	B		14.7	B		14.7

Note: Intersection numbers refer to Figure 4.7-8. Significant impacts are highlighted in bold letters
[1] Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.
Source: DKS Associates, 2005.

Revised Table 6-I6
P.M. Peak Hour Levels of Service at Study Intersections – Sacramento County
Existing Plus Blueprint Conditions

Intersection		Existing Conditions			Existing Plus Project Conditions			Existing Plus Blueprint Conditions		
			LOS Criteria			LOS Criteria			LOS Criteria	
North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
1 Hwy 70/99	Elverta Rd	A		8.3	B		17.6	C		33.1
2 Sorento Rd	Elverta Road	C		1.0	B		6.7	B		5.7
3 Elwyn Ave	Elverta Road	E		35.6	**F**		**239.7**	**F**		**274.5**
4 Palladay Rd	Elverta Road	A		0.2	A		2.2	A		4.8
5 16th Street	Elverta Rd	A		2.3	**F**		**199.4**	**F**		**235.1**
6 Watt Ave	Elverta Rd	A	0.6		B	0.69		C	0.72	
7 Walerga Rd	Elverta Rd	C	0.76		D	0.86		D	0.89	
8 Watt Ave	Antelope Rd	C	0.77		**F**	**1.09**		**F**	**1.09**	
9 Walerga Rd	Antelope Rd	D	0.89		E	0.91		E	0.92	
10 Dry Creek	Elkhorn Blvd	A	0.57		A	0.42		D	0.81	
11 Watt Ave	Elkhorn Blvd	B	0.7		D	0.83		D	0.88	
12 Walerga Rd	Elkhorn Blvd	D	0.89		**F**	**1.02**		**F**	**1.05**	
13 Watt Ave	Don Julio Blvd	C	0.74		**F**	**1.13**		**F**	**1.03**	
14 Watt Ave	Air Base Dr	E	1		**F**	**1.30**		**F**	**1.35**	
15 Watt Ave	Roseville Rd	E	0.97		**F**	**1.04**		**F**	**1.04**	
16 Watt Ave	I-80 WB	B		14.1	B		13.5	B		13.8

Note: Intersection numbers refer to Figure 4.7-8. Significant impacts are highlighted in bold letters.
[1] Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.
Source: DKS Associates, 2006.

This analysis indicates that development of the proposed Specific Plan under existing conditions would cause impacts at the following intersections:

a. **Level of Service at the intersection of Elwyn Avenue and Elverta Road would degrade from LOS "C" to LOS "F" during the a.m. peak hour and from LOS "E" to LOS "F" during the p.m. peak hour.**

b. **Level of Service at the intersection of 16th Street and Elverta Road would degrade from LOS "A" to LOS "F" during the a.m. peak hour and from LOS "A" to LOS "F" during the p.m. peak hour.**

c. **Level of Service at the intersection of Watt Avenue and Antelope Road would degrade from LOS "C" to LOS "F" during the p.m. peak hour.**

d. **Level of Service at the intersection of Walerga Road and Elkhorn Boulevard would degrade from LOS "D" to LOS "F" during the p.m. peak hour.**

e. **Level of Service at the intersection of Watt Avenue and Don Julio Boulevard would degrade from LOS "C" to LOS "F" during the p.m. peak hour.**

f. **Level of Service at the intersection of Watt Avenue and Air Base Drive would degrade from LOS "B" to LOS "F" in the a.m. peak and LOS "E" to LOS "F during the p.m. peak hour.**

g. **Level of Service at the intersection of Watt Avenue and Roseville Road would remain LOS "F" during the p.m. peak hour, and would degrade further.**

The above impacts would be similar to those of the proposed Specific Plan.

Implementation of Mitigation Measures 4.7-6(a) through (b), as revised, would reduce this impact to a *less than significant level.* The mitigated a.m. LOS of the intersection of Elwyn Avenue/Elverta Road is "E" (V/C 0.96), p.m. LOS of the intersection of Elwyn Avenue/Elverta Road is "E" (V/C 0.94), a.m. LOS of the intersection of 16th Street/Elverta Road is "E" (V/C 0.95), p.m.LOS of the intersection of 16th Street/ Elverta Road is "E" (V/C 0.97), p.m. LOS of the intersection of Watt Avenue/Antelope Road is "E" (V/C 1.00), Walerga Road/Elkhorn Blvd. is "D" (V/C 0.85), Watt Avenue/Don Julio Blvd. is "C" (V/C 0.80), Watt Avenue/Air Base Drive is "E" (V/C 1.05), and Watt Avenue/Roseville Road is LOS "E" (V/C 0.93). As discussed on page 4.7-48, implementation of these mitigation measures is within the jurisdiction of the County of Sacramento. If the identified improvements are not made, the intersections would continue to operate at an unacceptable level. Therefore, this impact is considered ***significant and unavoidable***.

- **Sutter County**

The Blueprint Alternative would increase daily traffic volumes on study area roadways in Sutter County (Impact 4.7-7). Figure 6-7 shows the average daily traffic volumes on Sutter County

roadways within the study area under Existing Plus Blueprint conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 6-17. This analysis indicates that development of the Blueprint Alternative under existing conditions would not cause impacts on any Sutter County roadway segments; nor would the proposed Specific Plan.

Revised Table 6-17
Roadway Segment Levels of Service – Sutter County
Existing Plus Blueprint Conditions

Roadway	Segment	Existing Conditions			Existing Plus Project Conditions			Existing Plus Blueprint Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Riego Road	East of Hwy 70/99	2	9,900	A	2	14,000	C	2	16,400	D
Pleasant Grove Rd	North of Sacramento County Line	2	1,000	A	2	2,100	A	2	4,300	A

Note: ADT = average daily traffic. Significant impacts are highlighted in bold letters.
Source: DKS Associates, 2006.

There are no new impacts to intersections in Sutter County.

- **State Highways**

There are no new impacts to State Highways.

Cumulative Plus Blueprint Conditions

Cumulative conditions were based on the best estimates of 2025 market levels of development throughout the region, as discussed on pages 4.7-54 through 4.7-55 of this Revised Draft EIR. The "cumulative without project assumptions" and method of analysis were the same as conducted for the proposed project.

The methodological assumptions used to analyze the Blueprint Alternative were similar to those used for the proposed project. For example, the percentage of individuals using transit was assumed to be the same in both cases. As discussed above, the Blueprint Alternative has much higher residential densities than the proposed project, so it is more conducive to increased transit ridership. If funding is available for the transit improvements and services discussed above, then the percentage of commuters using transit rather than driving would likely increase. SACOG estimates that transit trips in western Placer County would increase from approximately 0.5% under the proposed project to approximately 1.3% under the Blueprint Alternative. This increase in ridership would reduce the number of vehicle trips that would occur under the Blueprint Alternative. Therefore, the impacts described below are conservative. That is, the actual impacts may not be as severe as indicated here.

As demonstrated in the following analysis, the Blueprint Alternative would increase congestion in the vicinity of the Specific Plan area, because dwelling units would increase by about 50%. If these units were not constructed in the Specific Plan area, they would likely be constructed

elsewhere in the region and would increase traffic levels elsewhere. The exact location of these units under the proposed project is not known, so it cannot be subjected to traffic modeling. Nonetheless, it is likely that some roadway improvements would be necessary to accommodate the 7,000 units if they were to be constructed elsewhere in the region. This analysis can only describe the improvements that would be needed in the Specific Plan area vicinity.

Finally, there are a number of measurable traffic conditions that are not typically reported or analyzed in an EIR traffic analysis, which is focused on roadway and intersection operation and the need for roadway improvements to maintain and/or achieve service level standards. SACOG has evaluated some of these measures, comparing a base case similar to the proposed project and a Blueprint Plan similar to the Blueprint Alternative. Some of the traffic-related findings of this analysis include:

	Base Case	Blueprint Plan
Transit Share	0.5%	1.3%
Vehicle Miles per Day per Household	52.5	23.9
% of Time in Heavy Congestion	20%	12%

- **Placer County**

Cumulative Plus Blueprint conditions would increase daily traffic volumes on study area roadways in unincorporated Placer County (Impact 4.7-12). Figure 6-8 shows the roadway lanes on unincorporated Placer County roadways within the study area under Cumulative Plus Blueprint conditions. Figure 6-9 shows the average daily traffic volumes on unincorporated Placer County roadways within the study area under Cumulative Plus Blueprint conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 6-22.

Under the Cumulative No Project condition, the four-lane segment of Baseline Road from the Sutter County line to Watt Avenue would operate at LOS "E" or "F" conditions. Under Cumulative Plus Blueprint conditions, this segment of Baseline Road would be widened to six lanes and would operate at LOS "D" to "E" conditions. While the Level of Service on Baseline Road under Cumulative Plus Blueprint conditions does not meet the County's General Plan standard, this is not considered a significant impact since the operations would be better or equal to the Cumulative No Project condition.

This analysis indicates that full development of the Blueprint Alternative under Cumulative Plus Project conditions would substantially increase congestion on the following Placer County roadway segments:

a. Level of Service on the segment of Baseline Road from Watt Avenue to East Dyer Lane would degrade from LOS "D" to LOS "E."

b. Level of Service on the segment of Baseline Road from East Dyer Lane to Fiddyment Road would degrade from LOS "B" to LOS "E."

c. Level of Service on the segment of Locust Road north of the county line would degrade from LOS "B" to LOS "F."

d. Level of Service on the segment of Palladay Road north of the county line would degrade from LOS "A" to LOS "E."

e. Level of Service on the new segment of Dyer Lane from Tanwood Road to Watt Avenue would operate at LOS "E."

f. Level of Service on the new segment of Dyer Lane (East) from Baseline Road to A Street would operate at LOS "F."

The proposed Specific Plan would also substantially affect roadways a., c., d., and f., but the impact would be more severe under the Blueprint Alternative. The proposed Specific Plan would not substantially degrade operations on the segment of roadways b. or d.

Mitigation Measure 4.7-2a would reduce the above impacts by requiring the Blueprint Alternative to provide its fair share of costs for roadway improvements through a number of fee mechanisms. As discussed on pages 4.7-16 through 4.7-22 of this Revised Draft EIR, those fees could fund a number of transportation improvements that, in various combinations, could help reduce anticipated congestion levels on major roadways within or near the Specific Plan area. Some of these improvements, such as Placer Parkway, would be under another agency's jurisdiction, so Placer County cannot guarantee that they would be constructed. Therefore, this impact would be ***significant and unavoidable*** under either the proposed project or the Blueprint Alternative.

A general evaluation of these improvements was conducted to determine the extent to which a set of identified improvements could reduce traffic congestion. These improvements make up the Mitigated Transportation Network and are summarized on pages 4.7-16 through 4.7-22. Figure 6-10 shows the roadway lanes on the Mitigated Transportation Network under Cumulative Plus Blueprint conditions.

A roadway segment Level of Service analysis for Baseline Road based on these daily traffic volumes is presented in Revised Table 6-23. Placer Parkway would decrease the traffic volume on Baseline Road between Fiddyment Road and the County line. Figure 6-11 shows the average daily traffic volumes on the Mitigated Transportation Network under Cumulative Plus Blueprint conditions. The Level of Service on segments of Walerga Road south of Baseline Road under the Cumulative Plus Blueprint with Mitigated Transportation Network scenario would be LOS "F", which does not meet the County's General Plan standard. However, operations would be better than under Cumulative No Project conditions.

As Revised Table 6-23 shows, the Mitigated Transportation Network would substantially reduce traffic congestion on affected roadways, in some cases below No Project conditions.

Revised Table 6-22
Roadway Segment Levels of Service – Unincorporated Placer County
Cumulative Plus Blueprint Conditions

Roadway	Segment	Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Baseline Rd	East of County Line	4	39,300	E	6	45,000	C	6	48,200	D
Baseline Rd	East of Locust Rd	4	37,500	E	6	45,100	C	6	48,700	D
Baseline Rd	East of Brewer Rd	4	39,600	E	6	45,500	C	6	48,300	D
Baseline Rd	East of Palladay Rd	4	45,700	F	6	50,200	D	6	52,800	D
Baseline Rd	East of 16th Street	4	45,500	F	6	49,500	D	6	52,800	D
Baseline Rd	East of 12th Street	4	45,500	F	6	56,000	E	6	59,500	E
Baseline Rd	East of Watt Ave	6	48,500	D	6	47,200	D	6	**49,700**	**E**
Baseline Rd	East of Dyer Lane	6	36,600	B	6	**50,200**	**E**	6	**51,800**	**E**
Walerga Rd	South of Baseline Rd	4	43,600	F	4	38,600	F	4	39,700	F
Walerga Rd	North of PFE Rd	4	43,300	F	4	43,000	F	4	43,400	F
Watt Ave	South of Baseline Rd	4	46,200	F	6	42,000	C	6	42,500	C
Watt Ave	South of Dyer Lane	4	46,200	F	6	62,900	F	6	66,400	F
PFE Rd	East of Watt Avenue	2	12,700	C	2	14,300	C	2	15,800	D
PFE Rd	East of Walerga Rd	2	17,900	E	2	16,300	E	2	16,700	E
Locust Rd	South of Baseline Rd	2	13,600	C	2	5,500	A	2	6,600	A
Locust Rd	North of county line	2	12,500	B	2	**17,100**	**E**	2	**18,200**	**F**
Palladay Rd	South of Baseline Rd	2	9,700	A	2	6,900	A	2	7,700	A
Palladay Rd	North of Dyer Lane	2	9,700	A	2	3,000	A	2	3,400	A
Palladay Rd	North of county line	2	10,200	A	2	**16,600**	**E**	2	**17,800**	**E**
Dyer Lane	South of Baseline (W)				4	15,800	A	4	17,300	A
Dyer Lane	South of Town Center Dr				4	7,300	A	4	8,700	A
Dyer Lane	West of 16th Street				4	20,300	A	4	24,200	B
Dyer Lane	West of Tanwood Avenue				4	25,200	B	4	27,700	C
Dyer Lane	West of Watt Ave				4	32,300	D	4	**35,600**	**E**
Dyer Lane	South of Baseline (E) Rd				4	**35,400**	**E**	4	**36,400**	**F**

Revised Table 6-22
Roadway Segment Levels of Service – Unincorporated Placer County
Cumulative Plus Blueprint Conditions

Roadway	Segment	Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
16th Street	South of Baseline Rd				4	5,600	A	4	7,200	A
16th Street	South of Dyer Lane				4	16,200	A	4	16,600	A
14th Street	South of Baseline Rd				2	4,800	A	2	5,800	A
12th Street	South of Baseline Rd				4	5,900	A	4	7,300	A
A Street	East of Dyer Lane(W)				2	2,600	A	2	3,400	A
A Street	West of 16th Street				2	5,000	A	2	6,300	A
A Street	West of Tanwood Avenue				2	4,200	A	2	8,400	A
A Street	West of Watt Ave				4	27,800	C	4	25,600	C
A Street	West of Dyer Lane				2	4,600	A	2	5,900	A
Town Center Dr	East of Dyer Lane (W)				2	4,600	A	2	4,900	A
Town Center Dr	West of 16th Street				2	3,200	A	2	4,600	A
Town Center Dr	West of Tanwood Avenue				2	11,100	B	2	7,700	A
Town Center Dr	West of Watt Ave				2	12,300	B	2	14,400	C
Town Center Dr	West of Dyer Lane (E)				2	2,400	A	2	3,900	A
Town Center Dr	West of Walerga Rd				2	8,800	A	2	11,500	B

Note: ADT = average daily traffic. Significant impacts are highlighted in bold letters.
"Blank" = Roadway does not exist under this scenario.
Source: DKS Associates, 2006.

Revised Table 6-23
Roadway Segment Levels of Service – Unincorporated Placer County
Cumulative Plus Blueprint Conditions With Mitigated Transportation Network Scenario

Roadway	Segment	Cumulative No Project			Cumulative Plus Blueprint			Cumulative Plus Blueprint with Mitigation Transportation Network		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Baseline Rd	East of County Line	4	39,300	E	6	48,200	D	6	36,700	B
Baseline Rd	East of Locust Rd	4	37,500	E	6	48,700	D	6	35,500	A
Baseline Rd	East of Brewer Rd	4	39,600	E	6	48,300	D	6	35,500	A
Baseline Rd	East of Palladay Rd	4	45,700	F	6	52,800	D	6	43,500	C
Baseline Rd	East of 16th Street	4	45,500	F	6	52,800	D	6	45,500	C
Baseline Rd	East of 12th Street	4	45,500	F	6	59,500	E	6	53,300	D
Baseline Rd	East of Watt Ave	6	48,500	D	6	**49,700**	**E**	6	45,800	D
Baseline Rd	East of Dyer Lane	6	36,600	B	6	**51,800**	**E**	6	47,400	D
Walerga Rd	South of Baseline Rd	4	43,600	F	4	39,700	F	4	37,100	F
Walerga Rd	North of PFE Rd	4	43,300	F	4	43,400	F	4	42,000	F
Watt Ave	South of Baseline Rd	4	46,200	F	6	42,500	C	6	41,300	C
Watt Ave	South of Dyer Lane	4	46,200	F	6	66,400	F	6	67,500	F
PFE Rd	East of Watt Avenue	2	12,700	C	2	15,800	D	4	18,000	A
PFE Rd	East of Walerga Rd	2	17,900	E	2	16,700	E	2	14,300	C
Locust Rd	South of Baseline Rd	2	13,600	C	2	6,600	A	2	7,000	A
Locust Rd	North of county line	2	12,500	B	2	**18,200**	**F**	4	17,900	A
Palladay Rd	South of Baseline Rd	2	9,700	A	2	7,700	A	2	9,500	A
Palladay Rd	North of Dyer Lane	2	9,700	A	2	3,400	A	2	3,600	A
Palladay Rd	North of county line	2	10,200	A	2	**17,800**	**E**	4	17,400	A
Dyer Lane	South of Baseline (W)				4	17,300	A	4	16,600	A
Dyer Lane	South of Town Center				4	8,700	A	4	8,200	A
Dyer Lane	West of 16th Street				4	24,200	B	4	23,100	B
Dyer Lane	West of Tanwood Ave				4	27,700	C	4	26,600	C
Dyer Lane	West of Watt Ave				4	**35,600**	**E**	6	34,100	B

Revised Table 6-23
Roadway Segment Levels of Service – Unincorporated Placer County
Cumulative Plus Blueprint Conditions With Mitigated Transportation Network Scenario

Roadway	Segment	Cumulative No Project			Cumulative Plus Blueprint			Cumulative Plus Blueprint with Mitigation Transportation Network		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Dyer Lane	South of Baseline (E) Rd				4	**36,400**	**F**	6	33,700	B
16th Street	South of Baseline Rd				4	7,200	A	4	8,300	A
16th Street	South of Dyer Lane				4	16,600	A	4	17,500	A
14th Street	South of Baseline Rd				2	5,800	A	2	7,100	A
12th Street	South of Baseline Rd				4	7,300	A	4	7,700	A
A Street	East of Dyer Lane(W)				2	3,400	A	2	2,600	A
A Street	West of 16th Street				2	6,300	A	2	5,500	A
A Street	West of Tanwood Ave				2	8,400	A	2	7,400	A
A Street	West of Watt Ave				4	25,600	C	4	20,900	A
A Street	West of Dyer Lane				2	5,900	A	2	5,000	A
Town Center Dr	East of Dyer Lane (W)				2	4,900	A	2	4,300	A
Town Center Dr	West of 16th Street				2	4,600	A	2	3,600	A
Town Center Dr	West of Tanwood Ave				2	7,700	A	2	6,600	A
Town Center Dr	West of Watt Ave				2	14,400	C	2	12,900	C
Town Center Dr	West of Dyer Lane (E)				2	3,900	A	2	2,900	A
Town Center Dr	West of Walerga Rd				2	11,500	B	2	9,000	A

Note: ADT = average daily traffic. Significant impacts are highlighted in bold letters.
"Blank" = Roadway does not exist under this scenario.
Source: DKS Associates, 2006.

A different set of improvements would have similar effects, but increases and decreases in level of service conditions on specific segments would differ.

The Cumulative Plus Blueprint conditions would increase peak hour traffic volumes on study area intersections in unincorporated Placer County (Impact 4.7-13).

Based on a signal warrant analysis, the Blueprint Alternative would cause signal warrants to be met at the same intersections as the proposed project.

Figure 4.7-4 shows the key study area intersections in unincorporated Placer County. Revised Table 6-24 presents the intersection Level of Service analysis at these intersections for the p.m. peak hour under Cumulative Plus Project conditions. The traffic volumes and lane geometry at each intersection in Revised Table 6-24 are shown in Appendix I. This analysis indicates that the Cumulative Plus Blueprint conditions would substantially increase congestion at the following intersections:

a. Level of Service at the intersection of Walerga Road and PFE Road would degrade from LOS "F" to LOS "F"

b. The new intersection of 12th Street and Baseline Road would operate at LOS "E".

c. The new intersection of 11th Street and Baseline Road would operate at LOS "E".

d. Level of Service at the intersection of East Dyer Lane (Westside Drive) and Baseline Road would degrade from LOS "D" to LOS "F" under the assumed geometry.

e. The new intersection of Walerga Road and East Town Center Drive would operate at LOS "F" conditions under the assumed geometry.

f. The new intersection of Watt Avenue and Dyer Lane would operate at LOS "F" conditions under the assumed geometry.

This is considered a significant impact. The proposed Specific Plan would also have significant impacts at intersections a., d., e., and f..

Mitigation Measures 4.7-13a and 4.7-13b would reduce the Blueprint Alternative's contribution to cumulative traffic impacts by providing funding for intersection improvements. However, because some of these improvements could be outside of Placer County's jurisdiction, the impact would remain ***significant and unavoidable.***

As discussed above, the Mitigated Transportation Network includes construction of Placer Parkway, widening of some existing or planned roadways and intersections and improvements to transit service. As Revised Table 6-25 shows, the Mitigated Transportation Network would reduce the number of intersections with significant impacts and would reduce the severity of the impacts at other locations. Mitigation Measure 4.7-13(b) would improve conditions at the intersections of Walerga Road/PFE Road to LOS "F" (V/C 1.03), Walerga Road/Town Center

Drive to LOS "C" (V/C 0.74), and Watt Avenue/Dyer Lane to LOS "F" (V/C 1.06). However, no mitigation has been identified to improve five intersections to a less than significant level. Therefore, the Blueprint Alternative's contribution to cumulative traffic conditions at Placer County intersections is considered ***significant and unavoidable.***

Further, regardless of which improvements are implemented under Mitigation Measure 4.7-14(a), feasible mitigation measures have not been found at the five intersections with significant impacts under the Cumulative Plus Blueprint Project with Mitigated Transportation Network scenario. Therefore, the Blueprint Alternative's contribution to this cumulative impact is ***significant and unavoidable.***

Mitigation Measures 4.7-13(b) through (d) would improve conditions at the intersections of Walerga Road/PFE Road LOS "F" (V/C 1.00), and Walerga Road/Town Center Drive LOS "C" (V/C 0.75), and Watt Avenue/Dyer Street LOS "F" (V/C 1.06). However, no mitigation has been identified to improve all of the intersections to acceptable levels. Therefore, the Blueprint Alternative's contribution to cumulative traffic conditions at Placer County intersections is considered *significant and unavoidable.*

- **City of Roseville**

There are no new impacts to City of Roseville intersections.

- **Sacramento County**

Cumulative Plus Blueprint conditions would increase daily traffic volumes on study area roadways in Sacramento County (Impact 4.7-15). Figure 6-13 shows the average daily traffic volumes on Sacramento County roadways within the study area under Cumulative Plus Blueprint conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 6-28.
This analysis indicates that full development of the Specific Plan under Cumulative Plus Project conditions would increase congestion by more than 5% on the following segments in Sacramento County:

a. Level of Service on the four-lane segment of Watt Avenue from the Placer County line to Antelope Road would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

b. Level of Service on the six-lane segment of Watt Avenue from the Antelope Road to Don Julio Boulevard would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

c. Level of Service on the four-lane segment of Walerga Road from the Placer County line to Antelope Road would continue to operate at LOS "F" conditions and, compared to Cumulative No Project conditions, the volume-to-capacity ratio would increase by more than 0.05.

Revised Table 6-24
P.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County
Cumulative Plus Blueprint Conditions

Intersection			Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
				LOS Criteria			LOS Criteria			LOS Criteria	
	North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
1	Locust Road	Baseline Road	F	1.08		E	0.93		D	0.89	
2	Brewer Road	Baseline Road	E	0.94		D	0.90		E	0.94	
3	Watt Avenue	Baseline Road	F	1.26		F	1.11		F	1.17	
4	Fiddyment Road	Baseline Road	F	1.12		F	1.16		F	1.14	
5	Watt Avenue	PFE Road	E	0.93		B	0.70		C	0.75	
6	Walerga Road	PFE Road	F	1.42		**F**	**1.62**		**F**	**1.71**	
7	Cook Riolo Road	PFE Road	F	1.44		F	1.37		F	1.42	
8	Palladay Road	Baseline Road				C	0.75		C	0.79	
9	16th Street	Baseline Road				C	0.76		D	0.82	
10	14th Street	Baseline Road				D	0.85		D	0.88	
11	12th Street	Baseline Road				D	0.89		**E**	**0.93**	
12	11th Street	Baseline Road				D	0.87		**E**	**0.93**	
13	East Dyer Lane	Baseline Road	D	0.84		**F**	**1.04**		**F**	**1.10**	
14	9th Street	Baseline Road	A	0.59		D	0.84		D	0.86	
15	West Dyer Lane	A Street				A	0.44		A	0.54	
16	Palladay Road	A Street				B		10.3	B		10.7
17	16th Street	A Street				B		11.9	B		10.3
18	14th Street	A Street				B		12.6	B		11.0
19	12th Street	A Street				B	0.65		C	0.73	
20	Watt Avenue	A Street				C	0.78		C	0.79	
21	West Dyer Lane	Town Center Dr				A	0.54		A	0.58	

Revised Table 6-24
P.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County
Cumulative Plus Blueprint Conditions

Intersection			Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
				LOS Criteria			LOS Criteria			LOS Criteria	
	North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
22	Watt Avenue	Town Center Dr				B	0.66		C	0.70	
23	East Dyer Lane	Town Center Dr				B	0.65		C	0.76	
24	Walerga Road	Town Center Dr				**F**	**1.07**		**F**	**1.08**	
25	Watt Avenue	Oak Street				A	0.56		B	0.67	
26	18th Street	Dyer Lane				A	0.41		A	0.49	
27	16th Street	Dyer Lane				**B**	0.66		B	0.68	
28	Tanwood Avenue	Dyer Lane				C	0.79		A	0.59	
29	Watt Avenue	Dyer Lane				**F**	**1.06**		**F**	**1.10**	

Notes: "Blank" = Intersection does not exist under this scenario. Significant impacts are highlighted in bold letters. Intersection numbers refer to Figure 4.7-4.
[1] Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.
Source: DKS Associates, 2005

Revised Table 6-25
P.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County
Cumulative Plus Blueprint With Mitigated Transportation Network Scenario

Intersection			Cumulative No Project			Cumulative Plus Blueprint			Cumulative Plus Blueprint With Mitigated Transportation Network		
				LOS Criteria			LOS Criteria			LOS Criteria	
	North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
1	Locust Road	Baseline Road	F	1.08		D	0.89		D	0.86	
2	Brewer Road	Baseline Road	E	0.94		E	0.94		C	0.73	

Revised Table 6-25
P.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County
Cumulative Plus Blueprint With Mitigated Transportation Network Scenario

Intersection			Cumulative No Project			Cumulative Plus Blueprint			Cumulative Plus Blueprint With Mitigated Transportation Network		
				LOS Criteria			LOS Criteria			LOS Criteria	
	North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
3	Watt Avenue	Baseline Road	F	1.26		F	1.17		F	1.13	
4	Fiddyment Road	Baseline Road	F	1.12		F	1.14		F	1.08	
5	Watt Avenue	PFE Road	E	0.93		C	0.75		C	0.77	
6	Walerga Road	PFE Road	F	1.42		**F**	**1.71**		**F**	**1.75**	
7	Cook Riolo Road	PFE Road	F	1.44		**F**	1.42		F	1.34	
8	Palladay Road	Baseline Road				C	0.79		B	0.71	
9	16th Street	Baseline Road				D	0.82		C	0.75	
10	14th Street	Baseline Road				D	0.88		D	0.82	
11	12th Street	Baseline Road				**E**	**0.93**		D	0.85	
12	11th Street	Baseline Road				**E**	**0.93**		**E**	**0.92**	
13	East Dyer Lane	Baseline Road	D	0.84		**F**	**1.10**		**E**	**0.97**	
14	9th Street	Baseline Road	A	0.59		D	0.86		C	0.76	
15	West Dyer Lane	A Street				A	0.54		A	0.48	
16	Palladay Road	A Street				B		10.7	B		13.5
17	16th Street	A Street				B		10.3	B		14.5
18	14th Street	A Street				B		11.0	B		14.0
19	12th Street	A Street				C	0.73		C	0.72	
20	Watt Avenue	A Street				C	0.79		C	0.76	
21	West Dyer Lane	Town Center Dr				A	0.58		A	0.53	
22	Watt Avenue	Town Center Dr				C	0.70		B	0.69	
23	East Dyer Lane	Town Center Dr				C	0.76		B	0.66	

Revised Table 6-25
P.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County
Cumulative Plus Blueprint With Mitigated Transportation Network Scenario

Intersection			Cumulative No Project			Cumulative Plus Blueprint			Cumulative Plus Blueprint With Mitigated Transportation Network		
				LOS Criteria			LOS Criteria			LOS Criteria	
	North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
24	Walerga Road	Town Center Dr				**F**	**1.08**		**F**	**1.05**	
25	Watt Avenue	Oak Street				B	0.67		B	0.67	-
26	18th Street	Dyer Lane				A	0.49		A	0.43	
27	16th Street	Dyer Lane				B	0.68		B	0.68	
28	Tanwood Ave	Dyer Lane				A	0.59		A	0.59	
29	Watt Avenue	Dyer Lane				**F**	**1.10**		**F**	**1.12**	

Notes: "Blank" = Intersection does not exist under this scenario. Significant impacts are highlighted in bold letters. Intersection numbers refer to Figure 4.7-4.
[1] Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.
Source: DKS Associates, 2005

d. Level of Service on the 2-lane segment of Sorento Road from the Placer County line to Elverta Road would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

e. Level of Service on the two-lane segment of Elwyn Avenue from the Placer County line to Elverta Road would degrade from LOS "E" to LOS "F."

f. Level of Service on the 2-lane segment of 16th Street from the Placer County line to Elverta Road would degrade from LOS "A" to LOS "F."

g. Level of Service on the two-lane segment of Dry Creek Road from U Street to Ascot Avenue would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

h. Level of Service on the six-lane segment of Elkhorn Boulevard from Walerga Road to I-80 would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

The proposed Specific Plan would substantially increase congestion on segments (a) and (b),

Revised Table 6-28
Roadway Segment Levels of Service – Sacramento County
Cumulative Plus Blueprint Conditions

		Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
Roadway	Segment	Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Elverta Rd	East of Hwy 70/99	4	21,600	A	4	24,900	B	4	26,000	C
Elverta Rd	East of Rio Linda Blvd	4	31,500	D	4	32,300	D	4	32,700	E
Elverta Rd	East of 16th Street	4	28,100	C	4	27,800	C	4	28,200	C
Elverta Rd	West of Watt Ave	4	35,000	E	4	34,100	E	4	35,000	E
Watt Ave	North of Elverta Rd	4	56,500	F	4	**63,100**	**F**	4	**64,400**	**F**
Watt Ave	North of Antelope Rd	4	42,400	F	4	**45,800**	**F**	4	**46,900**	**F**
Watt Ave	North of Elkhorn Blvd	6	65,700	F	6	**68,800**	**F**	6	**69,900**	**F**
Watt Ave	North of Don Julio	6	61,100	F	6	63,300	F	6	**64,800**	**F**
Watt Ave	North of Airbase Dr	6	64,200	F	6	65,600	F	6	66,600	F
Watt Ave	North of Roseville Rd	6	62,100	F	6	62,200	F	6	63,100	F
Watt Ave	North of I-80	6	86,200	F	6	86,100	F	6	87,000	F
Walerga Rd	North of Elverta Rd	4	45,000	F	4	**46,900**	**F**	4	**47,300**	**F**
Walerga Rd	North of Antelope Rd	4	44,800	F	4	46,200	F	4	**46,700**	**F**
Walerga Rd	North of Elkhorn Blvd	4	34,400	E	4	35,300	E	4	35,200	E
Sorento Rd	North of Elverta Rd	2	18,500	F	2	**19,500**	**F**	2	**20,300**	**F**
Elwyn Rd	North of Elverta Rd	2	16,800	E	2	**19,900**	**F**	2	**20,700**	**F**
Palladay Rd	North of Elverta Rd	2	10,200	A	2	16,600	E	2	17,800	E
16th Street	North of Elverta Rd	2	9,000	A	2	**22,300**	**F**	2	**23,100**	**F**
16th Street	South of Elverta Rd	2	7,000	A	2	12,900	C	2	14,000	C

Revised Table 6-28 Roadway Segment Levels of Service – Sacramento County Cumulative Plus Blueprint Conditions										
		Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
Roadway	Segment	Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Dry Creek Rd	North of Elkhorn Rd	2	18,100	F	2	**23,300**	**F**	2	**24,500**	**F**
Dry Creek Rd	South of Elkhorn Rd	2	21,000	F	2	**25,700**	**F**	2	**27,100**	**F**
Elkhorn Blvd	East of Watt Avenue	6	46,800	D	6	47,000	D	6	46,800	D
Elkhorn Blvd	East of Walerga Rd	6	78,400	F	6	80,400	F	6	**81,400**	**F**

Note: ADT = average daily traffic. Significant impacts are highlighted in bold letters.
Source: DKS Associates, 2005.

Implementation of the following additional mitigation measures and Mitigation Measures 4.7-15a and 4.7-15b would reduce the Blueprint Alternative's contribution to cumulative traffic on Sacramento County roadways. The mitigated level of service on Watt Avenue north of Elverta Road would be LOS "F" (V/C reduced from 1.79 to 1.19), Watt Avenue north of Elkhorn Boulevard would be LOS "E" (V/C 0.97), Sorento Road north of Elverta Road would be LOS "A" (V/C 0.56), Elwyn Road north of Elverta Road would be LOS "A" (V/C 0.58), 16th Street north of Elverta Road would be LOS "B" (V/C 0.64), and Dry Creek Road would be LOS "C" (V/C 0.75). As discussed on page 4.7-79, implementation of these mitigation measures is within Sacramento County. If the identified improvements are not made, the roadway segments would continue to operate at an unacceptable level. Therefore, this impact is considered ***significant and unavoidable.***

6.7-15a *Consistent with Mitigation Measure 4.7-2a, construct Watt Avenue to eight lanes (or a one-way couplet) from Antelope Road to Don Julio Boulevard, to provide LOS "D" (V/C 0.90).*

6.7-15b *Consistent with Mitigation Measure 4.7-2a, construct Elkhorn Blvd to eight lanes from Walerga Road to I-80, to provide LOS "F" (V/C 1.13).*

Buildout of the Specific Plan under Cumulative Plus Project conditions would increase peak hour traffic volumes on study area intersections in Sacramento County (Impact 4.7-16).

Figure 4.7-8 shows the key study area intersections in Sacramento County. Revised Tables 6-29 and 6-30 present the intersection Level of Service analysis at these intersections for the p.m. peak hour under Cumulative Plus Project conditions. The traffic volumes and lane geometry at each intersection in Revised Tables 6-29 and 6-30 are shown in Appendix I. This analysis indicates that development of the Blueprint Alternative would substantially contribute to congestion at the following study area intersections in Sacramento County

Revised Table 6-29
A.M. Peak Hour Levels of Service at Study Intersections – Sacramento County
Cumulative Plus Blueprint Conditions

Intersection		Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
			LOS Criteria			LOS Criteria			LOS Criteria	
North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)
1A Hwy 70/99 SB	Elverta Rd	C		20.1	C		21.3	C		21.6
1B Hwy 70/99 NB	Elverta Rd	A		1.9	B		17.3	B		16.1
2 Sorento Rd	Elverta Road	F	1.13		**F**	**1.26**		**F**	**1.21**	
3 Elwyn Ave	Elverta Road	F	1.03		E	0.97		E	0.97	
4 Palladay Rd	Elverta Road	E	0.99		E	0.91		E	0.91	
5 16th Street	Elverta Rd	B	0.64		**F**	**1.04**		**F**	**1.07**	
6 Watt Ave [1]	Elverta Rd	F	1.12		F	1.13		F	1.15	
7 Walerga Rd	Elverta Rd	F	1.33		**F**	**1.38**		**F**	**1.39**	
8 Watt Ave	Antelope Rd	E	0.92		E	0.99		**F**	**1.05**	
9 Walerga Rd	Antelope Rd	D	0.80		D	0.87		D	0.86	
10 Dry Creek	Elkhorn Blvd	B	0.61		B	0.69		C	0.73	
11 Watt Ave	Elkhorn	F	1.02		**F**	**1.07**		**F**	**110**	
12 Walerga Rd	Elkhorn	C	0.80		D	0.82		D	0.86	
13 Watt Ave	Don Julio Blvd	A	0.58		C	0.71		C	0.73	
14 Watt Ave	Air Base Dr	C	0.77		C	0.79		C	0.79	
15 Watt Ave	Roseville Rd	F	1.32		F	1.35		F	1.35	
16 Watt Ave	I-80 WB	B		18.3	B		18.6	B		18.6

Notes: "Blank" = Intersection does not exist under this scenario.
Intersection numbers refer to Figure 4.7-8.
[1] Watt Avenue widens to six lanes at the Elverta Road intersection.
Source: DKS Associates, 2006

Revised Table 6-30
P.M. Peak Hour Levels of Service at Study Intersections – Sacramento County
Cumulative Plus Blueprint Conditions

Intersection		Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
			LOS Criteria			LOS Criteria			LOS Criteria	
North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)
1A Hwy 70/99 SB	Elverta Rd	C		23.3	C		24.9	C		24.7
1B Hwy 70/99 NB	Elverta Rd	A		9.2	C		28.2	C		29.0
2 Sorento Rd	Elverta Road	E	0.98		E	0.95		E	0.94	
3 Elwyn Ave	Elverta Road	F	1.01		**F**	**1.16**		**F**	**1.16**	
4 Palladay Rd	Elverta Road	F	1.16		**F**	**1.34**		**F**	**1.43**	
5 16th Street	Elverta Rd	D	0.84		**F**	**1.06**		**F**	**1.10**	
6 Watt Ave [1]	Elverta Rd	F	1.11		**F**	**1.28**		**F**	**1.31**	
7 Walerga Rd	Elverta Rd	F	1.30		F	1.32		**F**	**1.37**	
8 Watt Ave	Antelope Rd	E	0.95		**F**	**1.00**		**F**	**1.01**	
9 Walerga Rd	Antelope Rd	E	0.95		E	0.98		E	1.00	
10 Dry Creek	Elkhorn Blvd	F	1.25		**F**	**1.37**		**F**	**1.39**	
11 Watt Ave	Elkhorn	F	1.22		**F**	**1.28**		**F**	**1.33**	
12 Walerga Rd	Elkhorn	E	0.94		**F**	**1.02**		E	0.97	
13 Watt Ave	Don Julio Blvd	C	0.74		C	0.78		D	0.80	
14 Watt Ave	Air Base Dr	F	1.31		**F**	**1.36**		**F**	**1.38**	
15 Watt Ave	Roseville Rd	F	1.34		**F**	**1.55**		F	1.34	
16 Watt Ave	I-80 WB	B		17.7	B		18.3	B		19.4

Notes: "Blank" = Intersection does not exist under this scenario.
Intersection numbers refer to Figure 4.7-8.
Note 1: Watt Avenue widens to six lanes at the Elverta Road intersection.
Source: DKS Associates, 2006

a. **Level of Service at the intersection of Sorento Road and Elverta Road would degrade from LOS "F" (V/C 1.13) to LOS "F" (V/C 1.21) during the a.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

b. **Level of Service at the intersection of Elwyn Avenue and Elverta Road would degrade from LOS "F" (V/C 1.01) to LOS "F" (V/C 1.16) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

c. **Level of Service at the intersection of Palladay Road and Elverta Road would degrade from LOS "F" (V/C 1.16) to LOS "F" (V/C 1.43) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

d. **Level of Service at the intersection of 16th Street and Elverta Road would degrade from LOS "B" (V/C 0.64) to LOS "F" (V/C 1.07) during the a.m. peak hour and LOS "D" to LOS "F" during the p.m. peak hour.**

e. **Level of Service at the intersection of Watt Avenue and Elverta Road would degrade from LOS "F" (V/C 1.11) to LOS "F" (V/C 1.31) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

f. **Level of Service at the intersection of Walerga Road and Elverta Road would degrade from LOS "F" (V/C 1.33) to LOS "F" (V/C 1.39) during the a.m. peak hour and LOS "F" (V/C 1.30) to LOS "F" (V/C 1.37) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

g. **Level of Service at the intersection of Watt Avenue and Antelope Road would degrade from LOS "E" (V/C 0.92)to LOS "F" (V/C 1.05) during the a.m. peak hour, and LOS "E" to LOS "F" during the p.m. peak hour.**

h. **Level of Service at the intersection of Dry Creek Road and Elkhorn Boulevard would degrade from LOS "F" (V/C 1.25) to LOS "F" (V/C 1.39) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

i. **Level of Service at the intersection of Watt Avenue and Elkhorn Boulevard would degrade from LOS "F" (V/C 1.02) to LOS "F" (V/C 1.10) during the a.m. peak hour and LOS "F" (V/C 1.22) to LOS "F" (V/C 1.33) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

j. **Level of Service at the intersection of Watt Avenue and Air Base Drive would degrade from LOS "F" (V/C 1.31) to LOS "F" (V/C 1.38) during the p.m. peak hour, which increases the volume-to-capacity ratio by 0.05.**

The proposed project would have similar (although generally less severe) impacts on all of the above intersections, except Walerga Road /Elverta Road in the p.m. peak hour.

Implementation of Mitigation Measures 4.7-16a and 4.7-16b would reduce the Blueprint Alternative's contribution to cumulative traffic congestion at Sacramento County intersections. The mitigated level of service at the intersection of Sorento Road and Elverta Road is "F" (V/C 1.07) a.m. peak hour, Elwyn Avenue and Elverta Road is "E" (V/C 0.95) p.m. peak hour, Palladay Road and Elverta Road is LOS "F" (V/C 1.11) p.m. peak hour,16th Street and Elverta Road is "B" (V/C 0.69) a.m. peak hour and LOS "C" (V/C 0.78) p.m. peak hour, Watt Avenue and Elverta Road is LOS "F" (V/C 1.14) p.m. peak hour, Walerga Road and Elverta Road is LOS "F" (V/C 1.16) a.m. peak hour, and LOS "F" (V/C 1.08) p.m. peak hour, Watt Avenue and Antelope Road is LOS "C" (V/C 0.71) a.m. peak hour and LOS "D" (V/C 0.80) p.m. peak hour, Dry Creek Road and Elkhorn Boulevard is LOS "F" (V/C 1.00) p.m. peak hour, Watt Avenue and Elkhorn Boulevard is LOS "E" (V/C 0.97) a.m. and LOS "F" (V/C 1.19) p.m. peak hour, and Watt Avenue and Air Base Drive is LOS "E" (V/C 0.93) p.m. peak hour. As discussed on page 4.7-82, implementation of these mitigation measures is within the jurisdiction of Sacramento County. If the identified improvements are not made, the intersections would continue to operate at an unacceptable level. Therefore, this impact is considered ***significant and unavoidable.***

- **Sutter County**

Buildout of the Blueprint Alternative would contribute to cumulative increases in peak hour traffic volumes on study area roadways and intersections in Sutter County (Impacts 4.7-17 and 4.7-18).

Figure 4.7-22 shows the average daily traffic volumes on Sutter County roadways within the study area under Cumulative Plus Blueprint conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 6-31.

This analysis indicates that full development of the Specific Plan under Cumulative Plus Project conditions would increase congestion by more than 5% on the following segments in Sutter County:

a. Level of Service on the two-lane segment of Pleasant Grove Road from Baseline Road to the Sacramento County line would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

Revised Table 6-31
Roadway Segment Levels of Service – Sutter County
Cumulative Plus Blueprint Conditions

Roadway	Segment	Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Riego Road	East of Hwy 70/99	6	37,600	B	6	44,600	D	6	46,800	D
Pleasant Grove Road	North of Sacramento County line	2	18,200	F	2	**19,100**	**F**	2	**20,000**	**F**

Revised Table 6-3I Roadway Segment Levels of Service – Sutter County Cumulative Plus Blueprint Conditions										
Roadway	Segment	Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Note: ADT = average daily traffic Source: DKS Associates, 2006.										

Implementation of the Mitigation Measures 4.7-17a and 4.7-17b would reduce the Blueprint Alternative's contribution to cumulative traffic on Sutter County roadways. The mitigated level of service on Pleasant Grove Road from Riego Road to the county line would be LOS "A". Implementation of these mitigation measures is within the jurisdiction of Sutter County. Placer County cannot compel Sutter County to construct the improvements. If the identified improvements are not made, the roadway segments would continue to operate at an unacceptable level. Therefore, this impact is considered ***significant and unavoidable.***

Figure 4.7-8 shows the key study area intersections in Sutter County. Table 6-32 presents the intersection Level of Service analysis at these intersections for the p.m. peak hour under Cumulative Plus Blueprint conditions. The traffic volumes and lane geometry at each intersection in Table 6-32 are shown in Appendix I.

The Blueprint Alternative would substantially increase traffic congestion at the following intersection.

a. Level of Service at the intersection of Pleasant Grove Road (North) and Riego Road would degrade from LOS "E" to LOS "F" during the p.m. peak hour.

No other Sutter County intersections would experience significant impacts.

- **State Highways**

Figure 4.7-22 shows the average daily traffic volumes on Caltrans freeways and ramps within the study area under Cumulative Plus Blueprint conditions (Impacts 4.7-19 and 4.7-20). A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 6-33. This analysis indicates that full development of the Blueprint Alternative would contribute considerably to traffic congestion on the following state highway segments:

a. Level of Service on the four-lane segment of Hwy 70/99 from Riego Road to Elkhorn Boulevard would continue to operate at LOS "F" conditions and the volume would increase.

Revised Table 6-33
Freeway Segment Levels of Service – State Highways
Cumulative Plus Blueprint Conditions

Roadway	Segment	Cumulative No Project Condition			Cumulative Plus Project Conditions			Cumulative Plus Blueprint Conditions		
		Lanes[1]	ADT[2]	LOS	Lanes[1]	ADT[2]	LOS	Lanes[1]	ADT[2]	LOS
Hwy 70/99	North of Riego Rd	4	68,600	E	4	69,000	E	4	69,600	E
Hwy 70/99	South of Riego Rd	4	100,200	F	4	**101,600**	**F**	4	**103,100**	**F**
Hwy 70/99	South of Elverta Rd	4	96,000	F	4	**98,700**	**F**	4	**99,300**	**F**
Hwy 65	North of Pleasant Grove Blvd	4	127,300	F	4	**127,700**	**F**	4	**128,300**	**F**
Hwy 65	South of Pleasant Grove Blvd	4	127,200	F	4	**128,100**	**F**	4	**128,600**	**F**
I-80	West of Watt Ave	10	194,400	F	10	**195,100**	**F**	10	**194,600**	**F**
I-80	East of Auburn Blvd	12	307,700	F	12	**308,200**	**F**	12	**308,300**	**F**
I-80	West of Riverside Ave	8	241,200	F	8	**243,400**	**F**	8	**244,600**	**F**
I-80	East of Riverside Ave	8	246,600	F	8	**247,600**	**F**	8	**248,500**	**F**
Bus 80	West of Watt Ave	6	155,000	F	6	**154,700**	**F**	6	**155,500**	**F**

Note 1: Excluding carpool lanes.
Note 2: ADT = average daily traffic
Source: DKS Associates, 2006.

b. Level of Service on the four-lane segment of Hwy 65 from Blue Oaks Boulevard to Galleria Boulevard would continue to operate at LOS "F" conditions and the volume would increase.

c. Level of Service on the ten-lane segment of Interstate 80 from Longview Drive to Watt Avenue would continue to operate at LOS "F" conditions and the volume would increase.

d. Level of Service on the eight-lane segment of Interstate 80 from Antelope Road to Douglas Boulevard would continue to operate at LOS "F" conditions and the volume would increase.

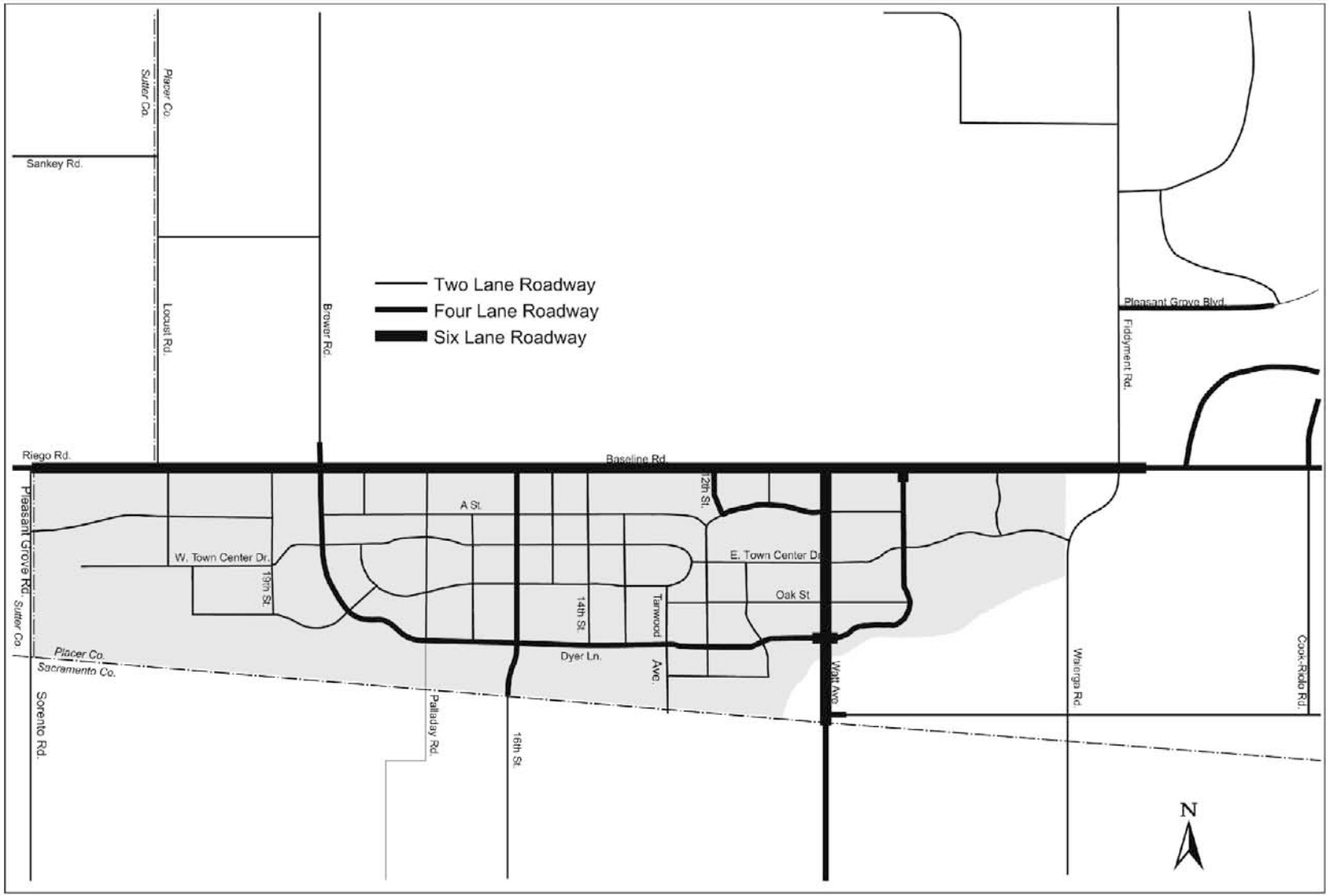
e. Level of Service on the twelve-lane segment of Interstate 80 from Auburn Boulevard to Madison Avenue would continue to operate at LOS "F" conditions and the volume would increase.

f. Level of Service on the six-lane segment of Business 80 from Fulton Avenue to Watt Avenue would continue to operate at LOS "F" conditions and the volume would increase.

Implementation of Mitigation Measures 4.7-19a and 4.7-19b would reduce the Blueprint Alternative's contribution to traffic congestion on state highways to a *less than significant level*. The mitigated level of service on Hwy 70/99 north of Riego Road would be LOS "C", Hwy 70/99 north of Elverta Road is LOS "D", Hwy 70/99 north of Elkhorn Boulevard would be LOS "E", Hwy 65 would be LOS "F", Interstate 80 west of Watt Avenue would be LOS "D", Interstate 80 east of Antelope Road would be LOS "F". As discussed on page 4.7-87, implementation of these mitigation measures is within the jurisdiction of Caltrans. If the identified improvements are not made, this impact would remain *significant and unavoidable.*

6.7-16a *Consistent with Mitigation Measure 4.7-2a, widen Business 80 from six lanes to eight lanes from Watt Avenue to Fulton Avenue, to provide LOS "F".*

There are no new State Highway ramp or intersection impacts.



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

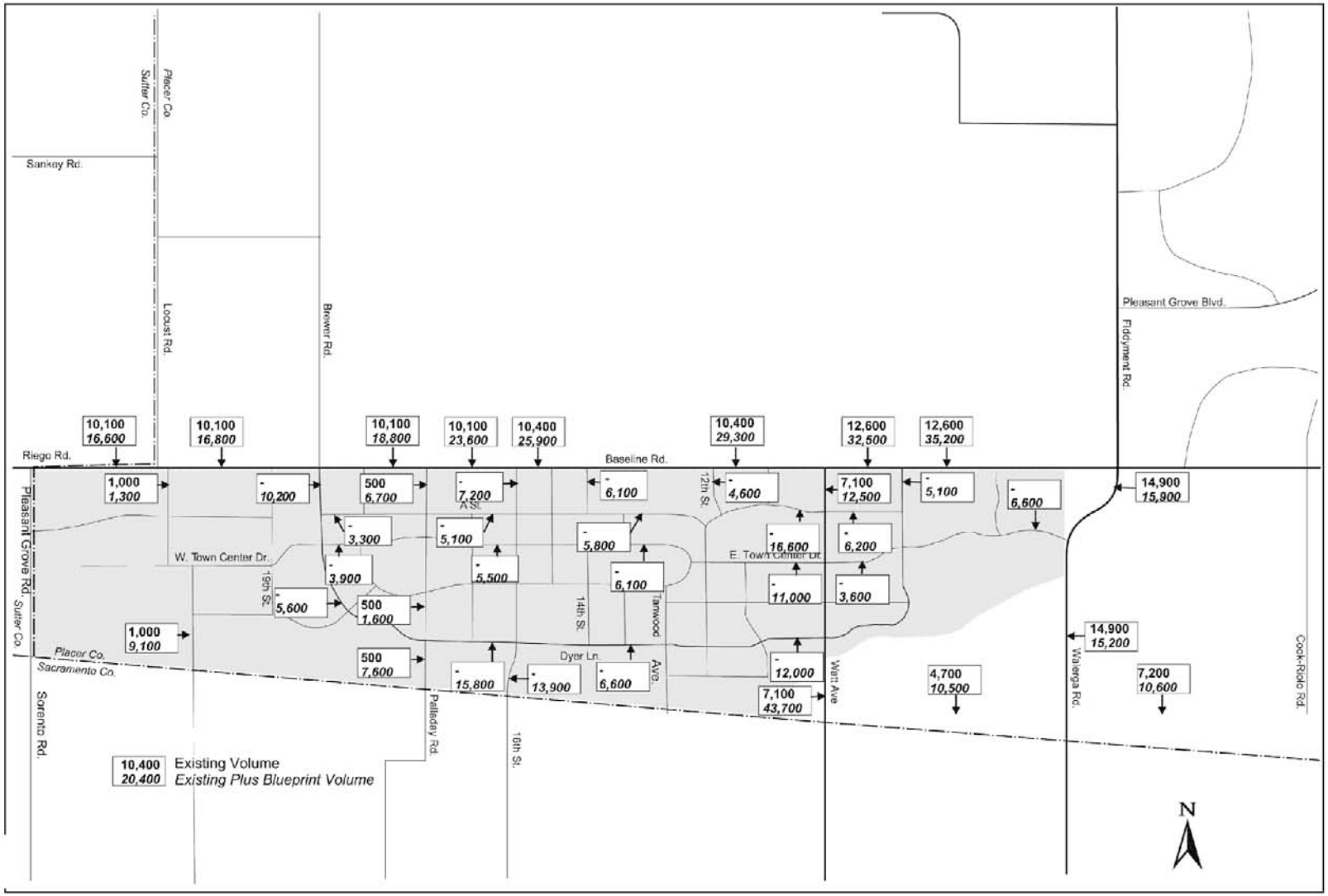
Quad Knopf

PLACER VINEYARDS SPECIFIC PLAN

PROJECT AREA ROADWAY LANES EXISTING PLUS BLUEPRINT (REVISED)

Figure 6-4

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

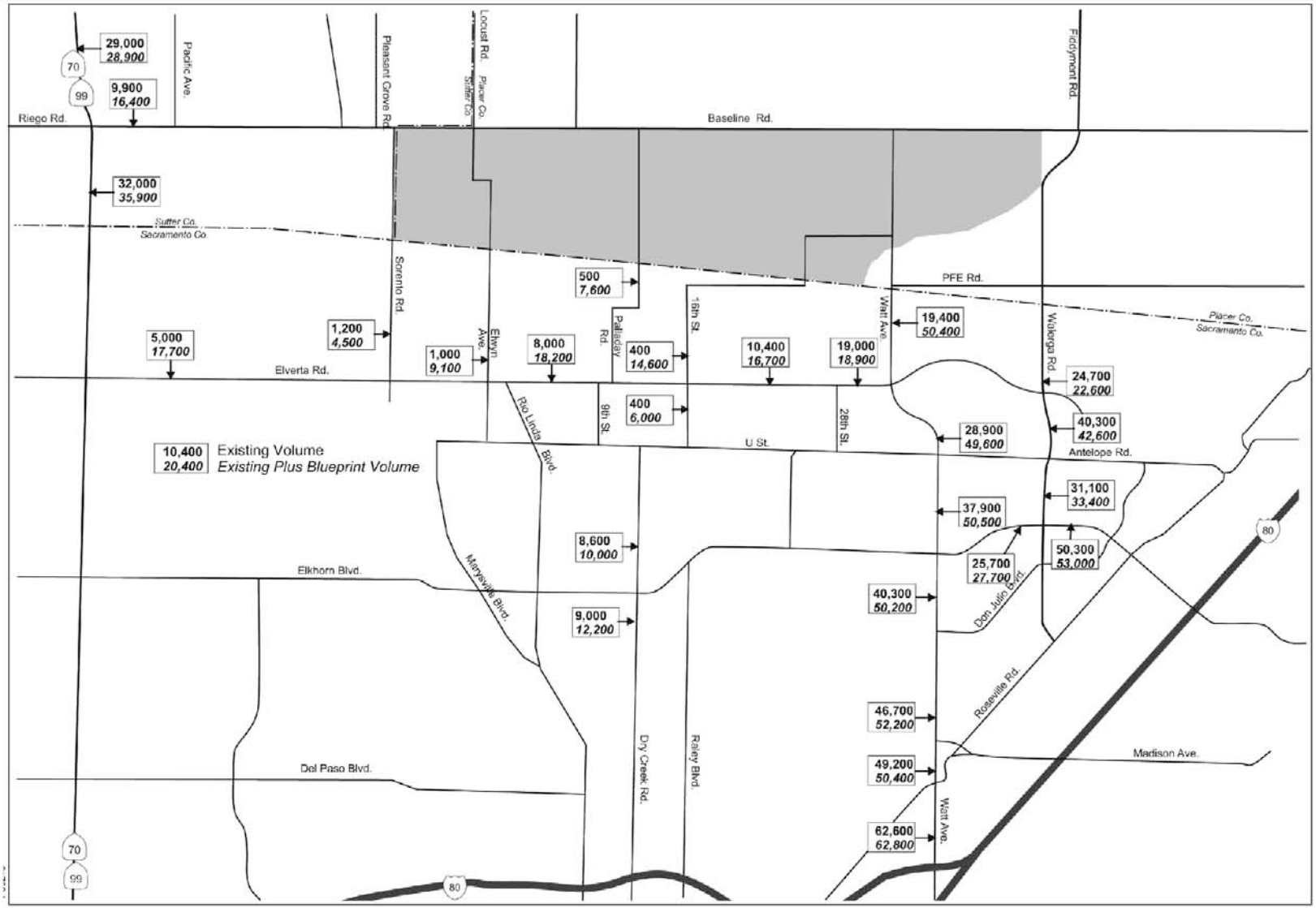
Quad Knopf

PLACER VINEYARDS SPECIFIC PLAN

DAILY ROADWAY VOLUMES - PLACER COUNTY EXISTING PLUS BLUEPRINT (REVISED)

Figure 6-5

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

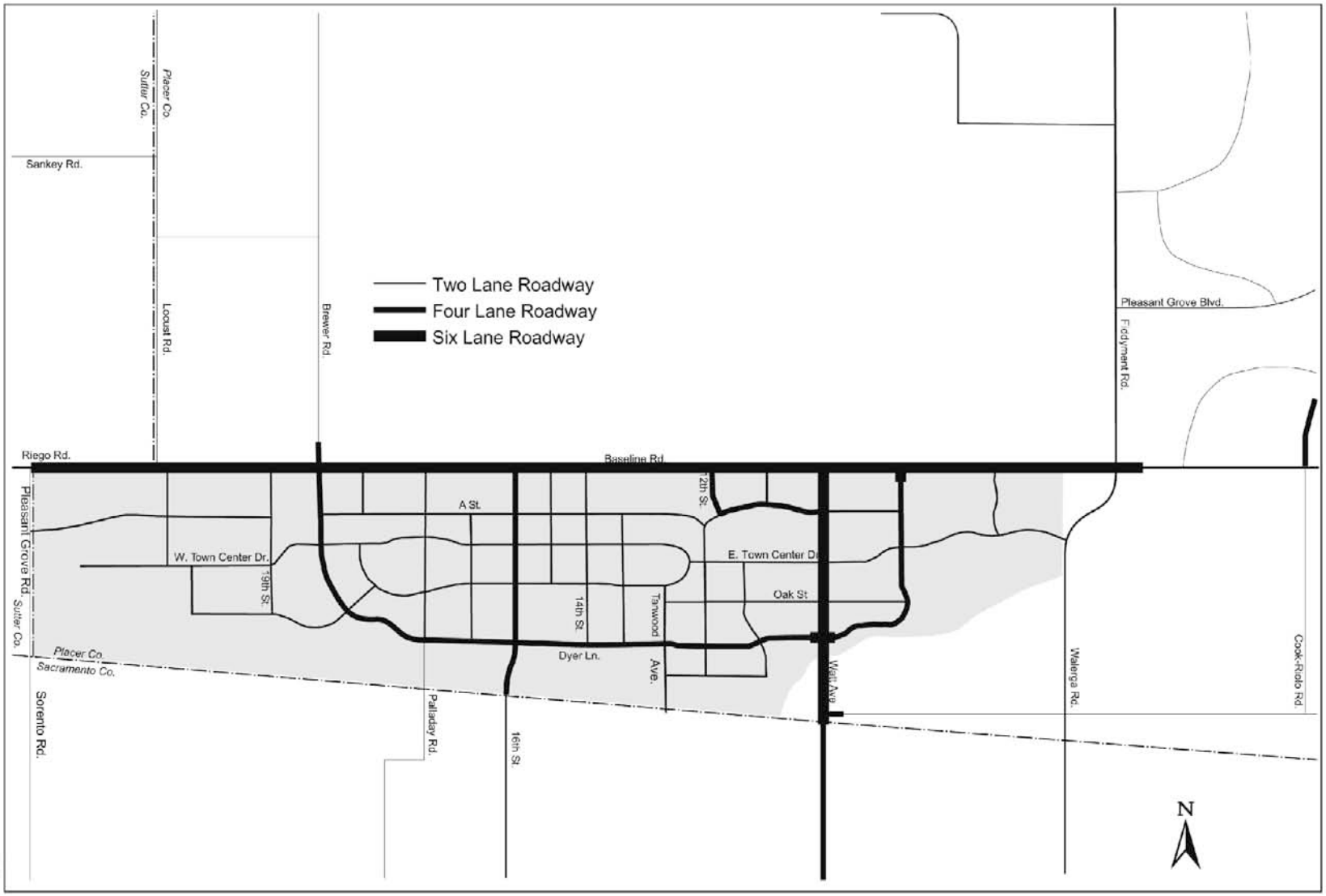
Quad Knopf

PLACER VINEYARDS SPECIFIC PLAN

DAILY ROADWAY VOLUMES - SACRAMENTO AND SUTTER COUNTIES EXISTING PLUS BLUEPRINT (REVISED)

Figure 6-7

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

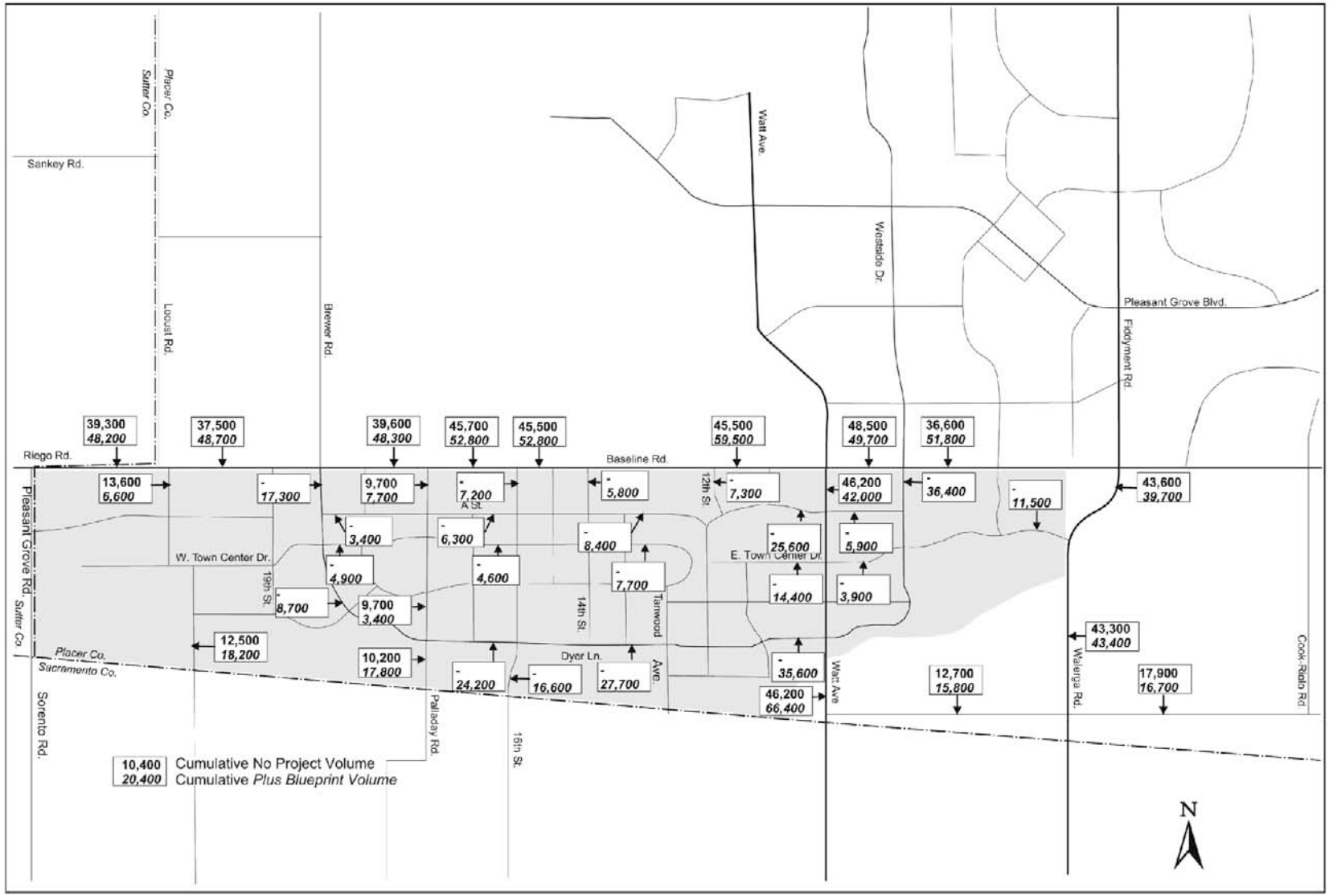
Quad Knopf

PLACER VINEYARDS SPECIFIC PLAN

PROJECT AREA ROADWAY LANES CUMULATIVE PLUS BLUEPRINT (REVISED)

Figure 6-8

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

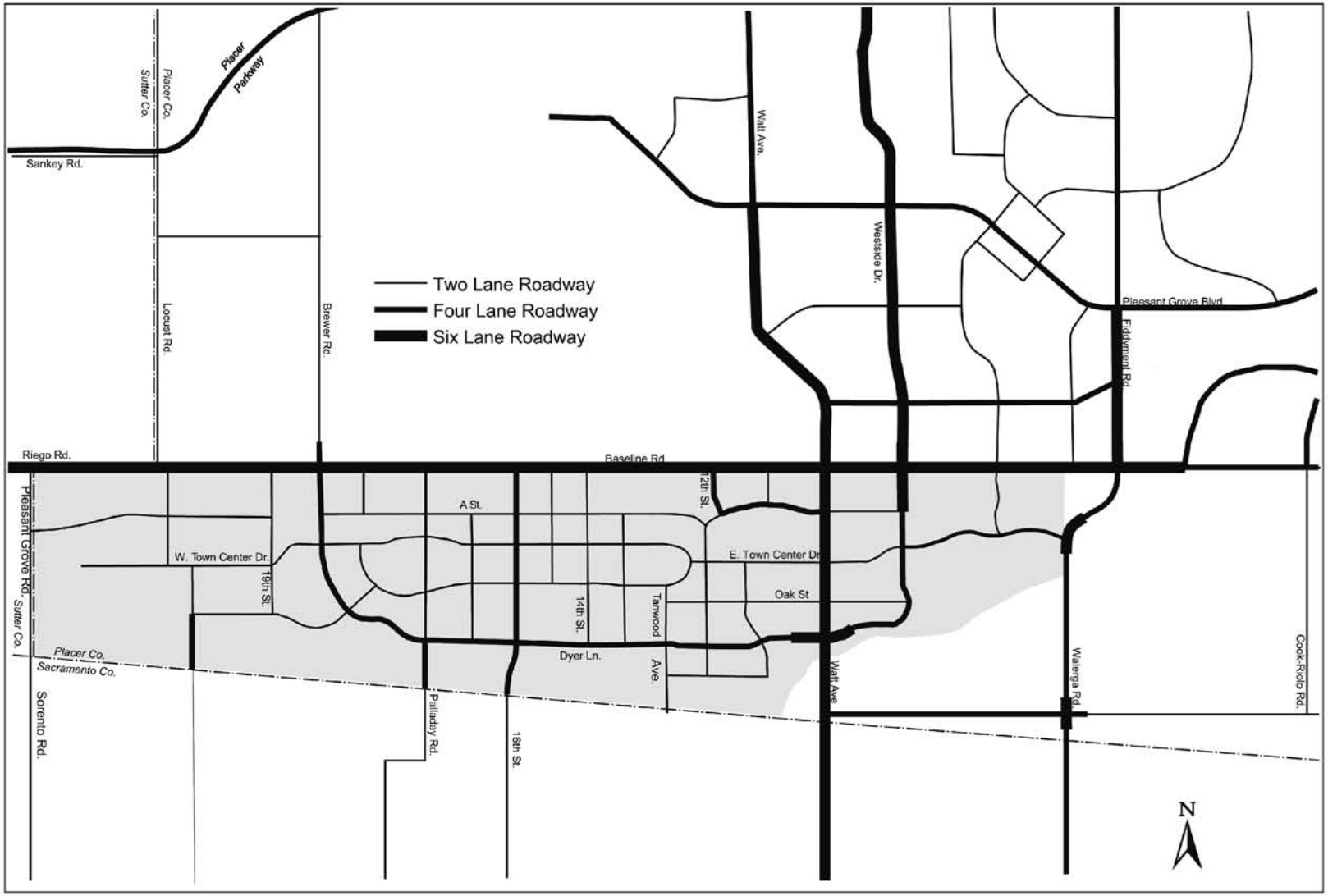
Quad Knopf

PLACER VINEYARDS SPECIFIC PLAN

DAILY ROADWAY VOLUMES - PLACER COUNTY CUMULATIVE PLUS BLUEPRINT (REVISED)

Figure 6-9

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/26/2006

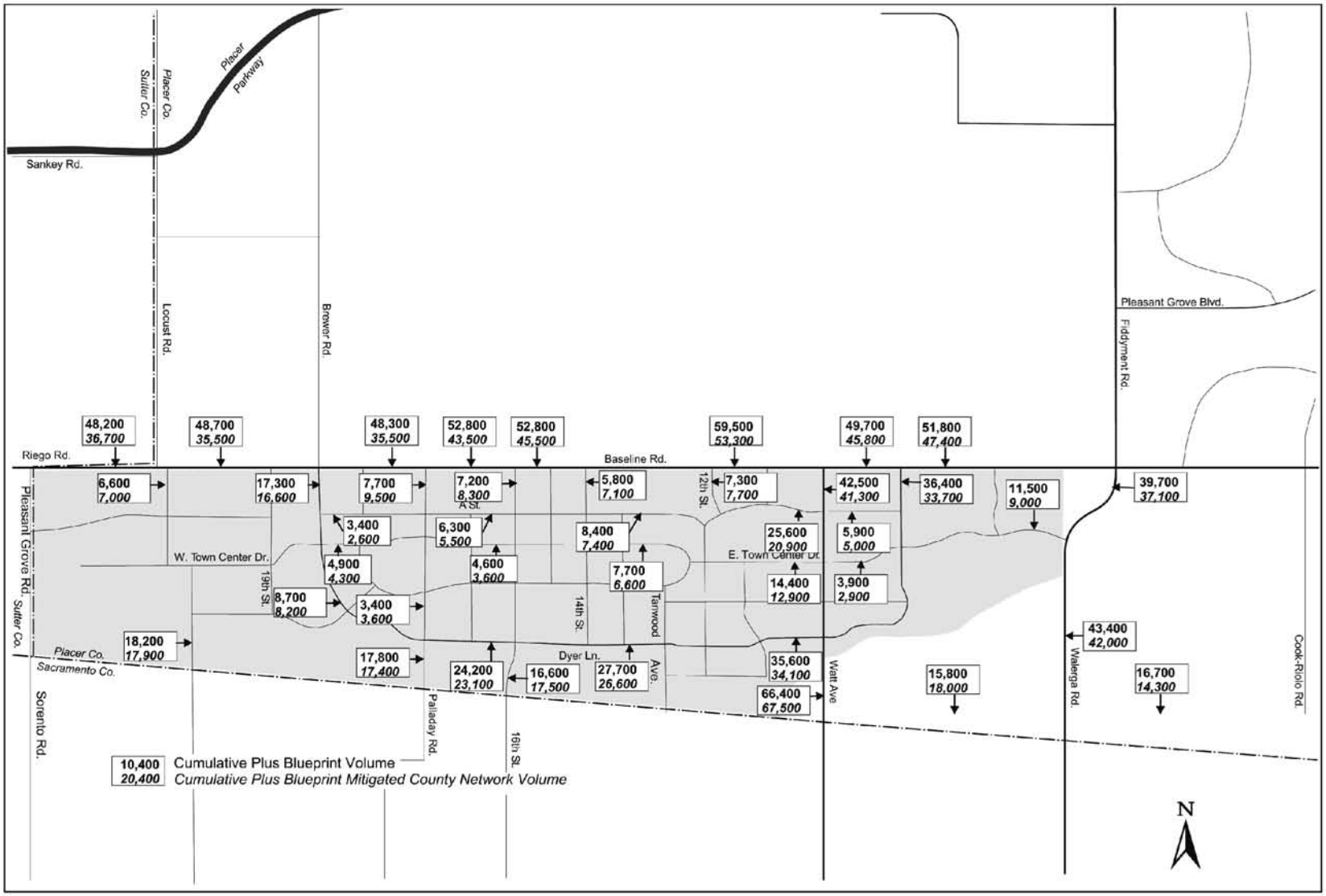
Quad Knopf

PLACER VINEYARDS SPECIFIC PLAN

PROJECT AREA ROADWAY LANES - CUMULATIVE PLUS BLUEPRINT WITH MITIGATED TRANSPORTATION NETWORK (REVISED)

Figure 6-10

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/26/2006

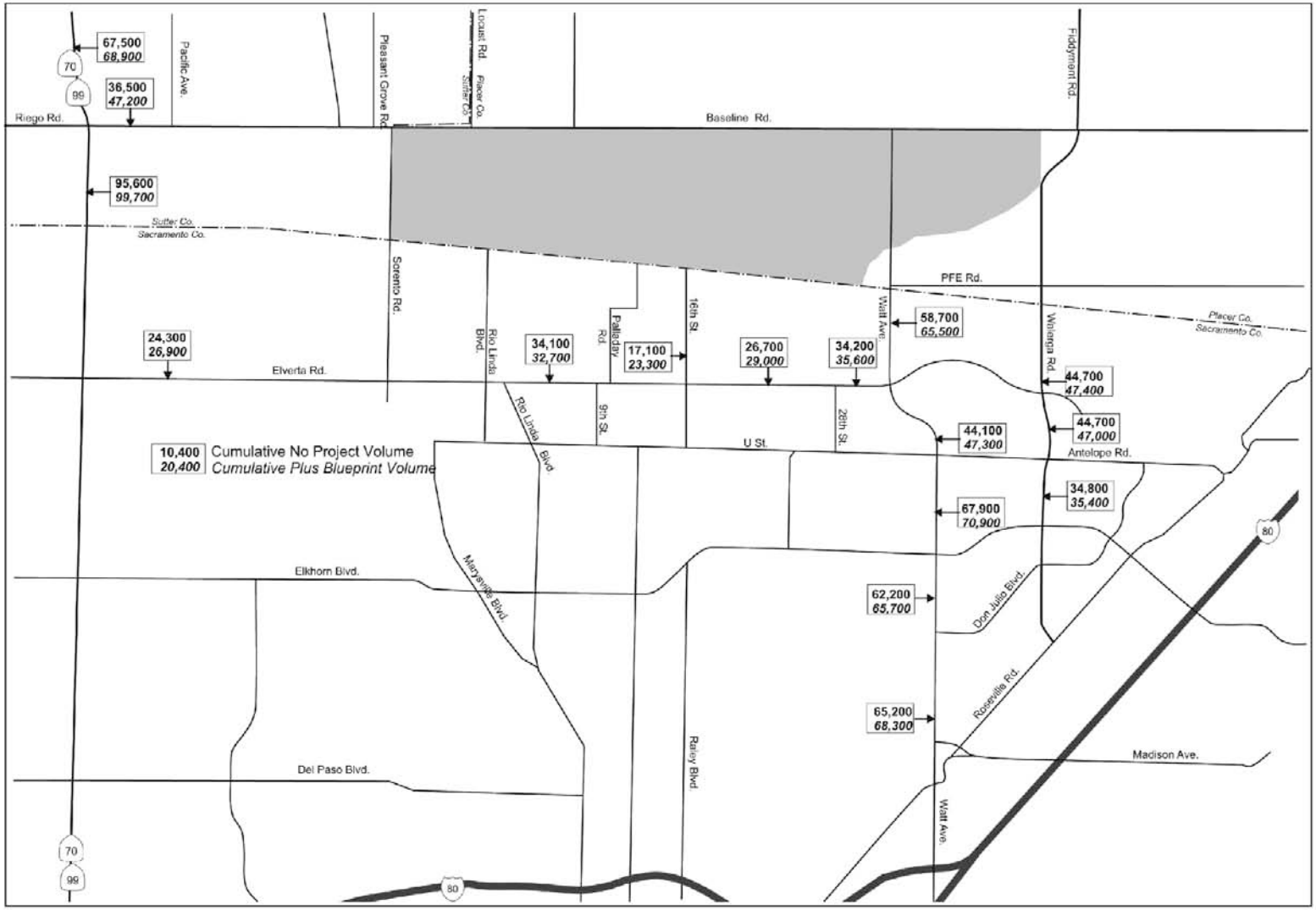
Quad Knopf

PLACER VINEYARDS SPECIFIC PLAN

DAILY ROADWAY VOLUMES - PLACER COUNTY - CUMULATIVE PLUS BLUEPRINT WITH MITIGATED TRANSPORTATION NETWORK (REVISED)

Figure 6-11

Job No.: 97218



Source: DKS Associates, 2006 / Quad Knopf, 7/20/2006

Quad Knopf

PLACER VINEYARDS SPECIFIC PLAN

DAILY ROADWAY VOLUMES - SACRAMENTO AND SUTTER COUNTIES CUMULATIVE PLUS BLUEPRINT (REVISED)

Figure 6-13

Job No.: 97218

Appendices

Appendix W

FINANCING PLAN SUMMARY

The purpose of the Placer Vineyards Financing Plan is to describe the strategy to fund Backbone Infrastructure and Public Facilities needed to serve new development tin the PVSP. The Financing Plan describes the costs and financing mechanisms that will be used to create these backbone and public facility improvements: arterial roadways; major sewer, water, storm drainage, and recycled water truck systems; detention, open space, and erosion control system; schools; public administration buildings; parks and park facilities; fire station, sheriff substation and corresponding equipment; library; and transit facilities.

Overview of Financing Strategy

The major infrastructure required for development to proceed in the Plan Area will be funded through a combination of public and private financing. The primary source of funding will be private financing. Public funding sources (existing or new fee programs) will be used primarily to reimburse the developers for the advance-funding of facilities and to ensure that developers building at a later time ultimately pay their proportionate share for the required facilities. Bond financing may also be used to reimburse developers for costs during the early years of development, as well as at other strategic times. Debt financing will be limited to prudent levels and shall be consistent with State and County guidelines.

Types of Facilities

The buildout of the PVSP will require the construction of Core Backbone Infrastructure, Remaining Backbone Infrastructure, and Public Facilities. Core Backbone Infrastructure comprises a set of major improvements required at the outset of development that will allow the initiation of individual Subdivision/DP projects.

The second set of Backbone Infrastructure is known as Remaining Backbone Infrastructure and comprises improvements that may or may not be required at the outset of development. The timing of Remaining Backbone Infrastructure improvements will be tied to the development of individual Subdivision/Discretionary Permit (Subdivision/DP) projects and will be triggered by these projects. Therefore, Remaining Backbone Improvements could be constructed concurrently with Core Backbone Infrastructure or after Core Backbone Infrastructure.

Public Facilities include schools, public administration (including general office and a library), parks, fire stations, the sheriff substation, corporation yard and transit facilities. These items will be constructed according to triggers described in the Financing Plan.

Timing of Development

At the outset of development, the landowners will jointly fund and construct the Core Backbone Infrastructure, which will provide the backbone road, sewer, water, and recycled water systems for the Specific Plan area. This Core Backbone infrastructure provides the ability for each participating property owner to begin development of their project.

Once the Core Backbone Infrastructure is complete, individual landowners will begin to develop their first phases adjacent to the Core Backbone road system. This road system includes Baseline Road, Dyer Lane, Watt Avenue, and 16th Street. Development will continue to be phased over time until eventually buildout occurs in approximately 20 years.

Financing Strategy

The construction of backbone and other public improvements designed to serve the Plan Area will be funded by a variety of mechanisms including county-wide impact fees, school district impact fees, Plan Area fees, establishment of special districts and assessments (i.e., community facilities district, community services district, and/or county service area), developer financing, and other potential methods.

Private financing will be the initial and primary source of financing. Developers will fund and construct all Core Backbone and Remaining Backbone Infrastructure, as well as most Public Facilities.

Placer County and other special districts serving the Specific Plan area have adopted a set of development impact fees to finance capital improvements. Future updates to the Placer County fees may include certain improvements within the Plan Area. The Specific Plan will participate in these existing fee programs.

County and other existing fee programs may not finance all capital improvements required to serve the PVSP. A Placer Vineyards Specific Plan Fee program will be utilized to finance the balance of road, water, sewer, drainage, detention, open space, parks, and capital facilities. This fee program will also ensure that each developer pays his/her proportionate share of backbone infrastructure costs. The Fee program will reimburse developers who funded and constructed Backbone Infrastructure.

In addition, a new regional fee may be created to reimburse developers for the construction of Public Facilities serving the entire South Placer County area. This fee could include, but is not limited to, funding for library, regional park, and sheriff facilities.

School facilities will be funded through school mitigation fees and possibly through other funding sources including the State School Building Program, or local general obligation bonds.

A community facilities district (CFD) may be established to help reimburse developers for the upfront funding and construction of Backbone Infrastructure and Public Facilities in the Plan Area. The 1982 Mello-Roos Community Facilities Act enables cities and other entities to establish a CFD to fund various facilities and services by levying an annual special maximum tax on land within the CFD boundaries. The proceeds from a CFD bond sale can be used for direct funding of improvements, to acquire facilities constructed by the developer, and/or to reimburse developers for advance funding of improvements. The annual maximum special tax can be used toward bond debt service or to build infrastructure as needed. The proceeds of the Mello-Roos special tax can be used for direct funding of facilities and/or to pay off bonds.

Appendix X

SRWTP is operated by Sacramento Regional County Sanitation District (SRCSD) and is located ten miles south of downtown Sacramento on a 3,500 acre site. SRWTP occupies 900 acres and the remaining 2,600 acres consists of open space land and provides a buffer zone be the facilities and surrounding land uses. Nearby land uses include residential development to the north, east, and south. Industrial development is located to the south, Interstate 5 and the Sacramento River are located west of the property, and a 1,000-foot-wide restricted development area is located to the south.

SRWTP discharges its treated effluent into the Sacramento River. Currently, the SRCSD is conducting several studies and implementing various programs to investigate the most cost-effective ways to reduce pollutants of concern that are discharged to the Sacramento River. In particular, the SRWTP discharge permit identifies mercury, lindane and the orthophosphate (OP) pesticides, chlorpyrifos and diazinon, as pollutants of concern. These studies and programs focus on removing these and other pollutants discharged to the Sacramento River and improving river water quality.

SPECIAL-STATUS SPECIES

The following discussion describes the plant and animal species that have been afforded special recognition by federal, state, or local resource agencies or organizations. Listed and special-status species are of relatively limited distribution and could require specialized habitat conditions. Listed and special-status species are defined as:

- Listed or proposed for listing under the state or federal Endangered Species acts;
- Protected under other regulations (e.g. Migratory Bird Treaty Act);
- CDFG Species of Special Concern;
- Listed as species of concern by CNPS or USFWS; or
- Receiving consideration during environmental review under CEQA.

Special-status species were considered for this analysis based on field survey results, a review of the CNDDB database, a review of the USFWS lists for special-status species occurring in the region, and CNPS literature (see Table 4.4-3). Only species that are known to occur, or that potentially occur, in the Specific Plan area and Off-site Infrastructure areas based on the analysis in the tables are discussed further in this Revised Draft EIR. Figures 4.4-5 (Plan area CNDDB) and 4.4-6 (Off-site Infrastructure CNDDB) show results of the CNDDB search.

Table 4.4-3
Listed and Special-Status Species Potentially Occurring in the Specific Plan Area, Specific Plan Area Vicinity, or Off-site Infrastructure Areas

Species	Federal (USFWS)	State (CDFG)	CNPS	Habitat	Potential for Occurrence
PLANTS					
Dwarf downingia *Downingia pusilla*	--	--	2	Vernal pools	~~Low~~**High**: the species is known to occur in the Specific Plan area and may occur in the off-site infrastructure areas.~~the disturbed nature of the vernal pools in the~~

Table 4.4-3
Listed and Special-Status Species Potentially Occurring in the Specific Plan Area, Specific Plan Area Vicinity, or Off-site Infrastructure Areas

Species	Federal (USFWS)	State (CDFG)	CNPS	Habitat	Potential for Occurrence
					~~Specific Plan area likely precludes the occurrence of this species. Could occur in pools within the off-site infrastructure areas.~~
Bogg's Lake hedge hyssop *Gratiola heterosepala*	--	E	1B	Vernal pools	**Low:** the disturbed nature of the vernal pools in the Specific Plan area likely precludes the occurrence of this species. Could occur in pools within the off-site infrastructure areas.
Red Bluff dwarf rush *Juncus leiospermus var. Leispermus*	---	---	1B	Vernal pool margins and wet places in chaparral and woodlands	**Low:** the disturbed nature of the vernal pools in the Specific Plan area likely precludes the occurrence of this species. Could occur in pools within the off-site infrastructure areas.
Legenere *Legenere limosa*	--	---	1B	Vernal pools	**Low:** the disturbed nature of the vernal pools in the Specific Plan area likely precludes the occurrence of this species. Could occur in pools within the off-site infrastructure areas.
Sacramento Orcutt grass *Orcuttia viscida*	E	E	1B	Vernal pools	**Unlikely:** the relatively shallow and disturbed nature of the vernal pools in the Specific Plan area likely precludes the occurrence of this species.
Slender Orcutt grass *Orcuttia tenuis*	T	E	1B	Vernal pools	**Unlikely:** the relatively shallow and disturbed nature of the vernal pools in the Specific Plan area likely precludes the occurrence of this species.
Valley sagittaria *Sagittaria sanfordii*	SC	---	1B	Ditches and other freshwater, perennial features	**Low:** potential habitat occurs in the pond and creeks in the Specific Plan area. Could occur in the off-site infrastructure areas.
Henderson's bentgrass *Agrostis hendersonii*	SC	---	3	Vernal pools	**Low:** the disturbed nature of the vernal pools in the Specific Plan area likely precludes the occurrence of this species. Could occur in pools within the off-site infrastructure areas.
Ahart's dwarf rush *Juncus leiospermus* var. *ahartii*	SC	---	1B	Vernal pools	**Low:** the disturbed nature of the vernal pools in the Specific Plan area likely precludes the occurrence of this species. Could occur in pools within the off-site infrastructure areas.
Pincushion navarrettia *Navarretia leucocephala*	---	---	1B	Vernal pools	**Low:** the disturbed nature of the vernal pools in the Specific Plan area likely precludes the occurrence of this species. Could occur in pools within the off-site infrastructure areas.
Hartweg's golden sunburst *Pseudobahia bahiaefolia*	E	E	1B	Foothills, woodlands, clay grasslands	**Low:** the disturbed nature of the vernal pools in the Specific Plan area likely precludes the occurrence of this species. Could occur in pools within the off-site infrastructure areas**.**
California hibiscus *Hibiscus californicus*	---	---	2	Marsh, riparian	**Unlikely:** due to absence of suitable habitat.
Big-scale balsamroot *Balsamorhiza macrolepis*	---	---	1B	Cismontane woodland, valley/foothill grassland	**Unlikely:** due to disturbed nature of Specific Plan area habitat.

Table 4.4-3
Listed and Special-Status Species Potentially Occurring in the Specific Plan Area, Specific Plan Area Vicinity, or Off-site Infrastructure Areas

Species	Federal (USFWS)	State (CDFG)	CNPS	Habitat	Potential for Occurrence
INVERTEBRATES					
Vernal pool tadpole shrimp *Lepidurus packardi*	E	---	---	Vernal pools, some seasonal wetlands	**High:** the species is known to occur in the Specific Plan area and may occur in the off-site infrastructure areas.
Vernal pool fairy shrimp *Branchinecta lynchi*	T	---	---	Vernal pools, some seasonal wetlands	**High:** the species is known to occur in the Specific Plan area and may occur in the off-site infrastructure areas.
California linderiella *Linderiella occidentalis*	SC	---	---	Vernal pools, some seasonal wetlands	~~**Medium**~~**High:** the species is known to occur in the Specific Plan area and may occur in the off-site infrastructure areas.~~potential habitat occurs in vernal pools and some seasonal wetlands throughout the Specific Plan area and off-site infrastructure areas.~~
Valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	T	---	---	Elderberry shrubs	**Low:** although not observed, shrubs could occur in the Specific Plan area in Dry Creek and off-site infrastructure areas. Within the Specific Plan area, this species is not expected to be adversely affected by project activities.
FISH					
Chinook salmon (fall/late fall run) *Oncorhynchus tshawytscha*	P	CSC	---	Sacramento River and its perennial tributaries below Keswick Dam	**High:** due to the fact that the Dry Creek corridor is considered potential habitat for this species. However, there is a lack of perennial watercourses in the developable Specific Plan area. Could occur in appropriate habitats within the off-site infrastructure areas.
Central Valley steelhead *Oncorhynchus mykiss*	T	---	---	Sacramento River and its perennial tributaries	**High:** due to the fact that the Dry Creek corridor is considered potential habitat for this species. However, there is a lack of perennial watercourses in the developable Specific Plan area. Could occur in appropriate habitats within the off-site infrastructure areas.
AMPHIBIANS/REPTILES					
Western spadefoot toad *Spea (=Scaphiopus) hammondii*	SC	CS C	---	Grasslands with seasonal breeding pools	**Unlikely:** although vernal pools occur in the Specific Plan area and off-site infrastructure areas, the disturbed nature of the land (i.e. active cultivation), degraded condition of these habitats, and lack of CNDDB records, likely precludes the occurrence of this species.
California tiger salamander *Ambystoma californiense*	C	CSC	---	Valley-foothill grasslands with suitable breeding pools	**Unlikely:** the disturbed nature of the vernal pools, degraded condition of these habitats in the Specific Plan area and off-site infrastructure areas likely precludes presence of this species.
Western pond turtle *Emys (=Clemmys) marmorata*	SC	CSC	---	Permanent water bodies with basking sites such as logs and rocks	**Medium:** although not observed, potential habitats occur in the on-site stock ponds and creeks. Could occur in appropriate habitats in the off-site infrastructure areas; however, there are no historical records known for Placer County.
California horned lizard *Phrynosoma coronatum*	---	CSC	---	Valley-foothill woodlands and	**Low:** the disturbed nature of the Specific Plan area likely precludes presence of this

Table 4.4-3
Listed and Special-Status Species Potentially Occurring in the Specific Plan Area, Specific Plan Area Vicinity, or Off-site Infrastructure Areas

Species	Federal (USFWS)	State (CDFG)	CNPS	Habitat	Potential for Occurrence
frontale				riparian habitats with annual grasslands	species, although the species could occur in appropriate habitats in the off-site infrastructure areas.
Giant garter snake *Thamnophis gigas*	T	T	---	Perennial water bodies with sufficient cover vegetation	**Low:** due to the lack of suitable habitat in the Specific Plan area. Could occur in association with the off-site infrastructure areas to the Sacramento River or the SRWTP, remaining off-site infrastructure areas are outside known range of this species.
BIRDS					
Bald eagle *Haliaeefus leucocephalus*	T	---	---	Large open water bodies with suitable wintering sites (large trees)	**Unlikely:** due to the lack of suitable habitat in the Specific Plan area and off-site infrastructure areas.
Burrowing owl *Athene cunicularia*	MBTA	CSC	---	Grasslands with friable soils for burrowing	**Medium:** potential habitat occurs throughout the Specific Plan area. Could occur in appropriate habitats within the off-site infrastructure areas.
Swainson's hawk *Buteo swainsoni*	MBTA	T	---	Large trees, riparian woodlands and open grasslands/ agricultural fields for foraging	**High:** potential foraging habitat occurs throughout the Specific Plan area and off-site infrastructure areas. One raptor nest was observed along the seasonal marsh drainage in the south-central portion of the Specific Plan area - likely red-tailed hawk nest. A Swainson's hawk nest has, however, been observed off-site in the area north of Baseline Road.
Little willow flycatcher *Empidonax traillii brewsteri*	SC	---	---	Open river valleys or large mountain meadows with lush growth	**Medium**: may occur as a migrant species. Not expected to nest.
Bank swallow *Riparia riparia*	MBTA	T	---	Fine-textured siltaceous or sandy vertical banks along rivers	**Unlikely**: due to the lack of suitable habitat in the Specific Plan area and off-site infrastructure areas.
Tricolored blackbird *Agelaius tricolor*	MBTA	CSC	---	Freshwater marsh and blackberry brambles	**Medium**: suitable habitats occur in the seasonal marsh corridor in the south-central portion of the Specific Plan area. Could occur in appropriate habitats in the off-site infrastructure areas.
Herons and Egrets (including white-faced ibis and black-crowned night heron)	MBTA	*(rookery)	---	Marshlands and ponds	**Medium**: could forage in on-site ponds but has not been observed. No nest sites (rookeries) found in the Specific Plan area. Could occur in appropriate habitats in the off-site infrastructure areas.
Raptors (hawks, owls, falcons)	MBTA	CSC (some)	---	Large trees, riparian woodlands and open grasslands for foraging	**High:** potential habitat occurs throughout the Specific Plan area. Red-tailed hawks were observed foraging and one nest was observed along the seasonal marsh drainage in the south-central portion of the Specific Plan area. Likely occurs in appropriate habitats in the off-site infrastructure areas.
Prairie falcon *Falco mexicanus*	---	CSC	---	Grassland	**High:** expected to winter and forage, but not nest.
Ferruginous hawk *Buteo regalis*	SC	CSC	---	Grassland	**High:** expected to winter and forage, but not nest.

Table 4.4-3
Listed and Special-Status Species Potentially Occurring in the Specific Plan Area, Specific Plan Area Vicinity, or Off-site Infrastructure Areas

Species	Federal (USFWS)	State (CDFG)	CNPS	Habitat	Potential for Occurrence
Merlin *Falco columbarius*	---	CSC	---	Grassland, woodland	**High:** expected to winter and forage, but not nest.
Golden eagle *Aquila chrysaetos*	---	CSC	---	Grassland	**Medium:** foraging **Low**: nesting
Short-eared owl *Asio flammeus*	---	CSC	---	Marsh, grassland	**High:** wintering **Low**: nesting
Loggerhead shrike *Lanius ludovicianus*	---	CSC	---	Grassland, woodland	**High:** expected to occur on site and potentially nest.
Northern harrier *Circus cyaneus*	---	CSC	---	Marsh, grassland	**High:** expected to forage and potentially nest on site.
Horned lark *Eremophila alpestris actia*	---	CSC	---	Grassland, agricultural land	**Medium:** expected to forage, but not next.
Grasshopper sparrow *Ammodramus savannarum*	---	---	---	Grassland	**Low**: may potentially occur on site and nest.
Long-billed curlew *Numenius americanus*	FSC	CSC	---	Grassland, pasture	**Medium:** wintering, but not nest
Yellow warbler (*Dendroica petechia brewsteri*)	---	CSC	---	Prefers willows, cottonwoods, aspens, sycamores, and alder. Also nests in montane shrubbery in open conifer forests.	**High:** riparian area along Dry Creek during spring and fall migration
California black rail (*Laterallus jamaicensis coturniculus*)	---	T	---	Salt marshes bordering larger bays	**Low:** may be present all year, The Specific Plan area supports limited habitat, which is restricted to emergent marshes and emergent vegetation within drainages.
Cooper's hawk (*Accipiter cooperii*)	---	CSC	---	Riparian growths of deciduous trees, as in canyon bottoms on river flood-plains, live oaks	**Medium:** uncommon during the nesting season, migration and wintering; the riparian area along Dry Creek represents potential foraging and nesting habitat.
Sharp-shinned hawk (*Accipiter striatus*)	---	CSC	---	Ponderosa pine, black oak, riparian deciduous, mixed conifer, and Jeffrey pine habitats. Prefers riparian areas.	**Medium:** uncommon migrant and wintering species; the riparian area along Dry Creek represent potential foraging habitat.
MAMMALS					
Bats (Townsend's big-eared, small-footed, long-eared, fringed, long-legged, and Yuma)	SC	CSC	---	Forests and woodlands with sources of water for feeding; maternity roosts in a variety of protected areas (e.g. rock crevices, caves, buildings, mine shafts, etc.)	**Low:** no potential maternity roost sites were found during reconnaissance, although these species could forage in the Specific Plan area and off-site infrastructure areas. May roost in limited areas within the off-site infrastructure areas.

E = Endangered T = Threatened P = Proposed SC = Species of concern C = Candidate to become a proposed species
CSC = Species of concern in California MTBA = Migratory Bird Treaty Act * = CDFG "Special Animal"
1B = Plants rare, threatened, or endangered in California and elsewhere 2 = Plants considered rare in California, but common elsewhere.
*CNPS is a non-profit organization that works closely with CDFG throughout the state. CNPS-developed information serves as an important source of data for consideration by CDFG and USFWS in recommendations for listing state or federal threatened and endangered plant species.
Source: Foothill Associates, 2001 and ECORP, 2004.

SPECIAL-STATUS PLANTS

Of the seven special-status plants evaluated for this assessment, six typically occur in vernal pool habitats (i.e., dwarf downingia, Boggs Lake hedge-hyssop, Red Bluff dwarf rush, legenere, Sacramento Orcutt grass, and slender Orcutt grass). However, due to either their shallow depth or disturbed nature (due to either historical or active cultivation), and the lack of CNDDB records~~, and the lack of on-site survey sightings~~, their potential for occurrence in vernal pools in the Specific Plan area has been deemed low except for dwarf downingia, which has been found on the project site and is classified as having a high potential for occurence. These species could also occur in pools within the off-site infrastructure areas. Valley sagittaria is a special-status plant species that is also unlikely to occur in the Specific Plan area, given the lack of observations, CNDDB records, and the limited habitat values of on-site stock ponds. This species could also occur in appropriate habitats in the off-site infrastructure areas. During years 2003 through 2005, ECORP Consulting conducted rare plant surveys targeting wetland-inhabiting special-status plants on approximately 1,865 acres of properties surveyed (i.e., Ownership Units 4, 15, 12a, 12b, 7, and 19) with negative results (see Figure 3-11).

SPECIAL-STATUS WILDLIFE

Invertebrates

California linderiella, a special concern species, vernal pool fairy shrimp, and vernal pool tadpole shrimp (both listed species) are associated with vernal pools and require inundation to complete their life cycle. The vernal pools occurring throughout the Specific Plan area are marginal, but still could support these species. The pools in the off-site infrastructure areas represent potential habitat for these species. As discussed above, determinate dry season surveys, according to USFWS protocol, conducted on approximately eight hundred acres of the properties surveyed, have yielded *fairy shrimp* cysts (presumed to be *Branchinecta lynchi*) and *tadpole shrimp* cysts on Ownership Unit 3, and (again presumed) *B.~~ranchinecta~~ lynchi* cysts on Ownership Unit 10 (see Figure 3-11).

Valley elderberry longhorn beetle (VELB) is a federally-listed, threatened species that occurs in association with elderberry shrubs, where it completes its life cycle. Elderberry shrubs were not observed in the Specific Plan area, but could occur in the Dry Creek riparian area. There is a potential for elderberry shrubs to occur in the off-site infrastructure areas, and elderberry shrubs could be disturbed by Specific Plan projects such as construction of trails and widening of Watt Avenue.

Amphibians and Reptiles

Of the five special-status amphibian and reptile species evaluated for this assessment, Northwestern pond turtle is the only species that is likely to occur in the Specific Plan area. Since this species was not observed during reconnaissance surveys, this species potential to occur in the on-site ponds has been deemed low. The remaining species are not expected to

occur in the Specific Plan area due to the lack of suitable habitats or degraded conditions. However, these species could occur in appropriate habitats in the off-site infrastructure areas.

Birds

~~Of the six individual species and two groups evaluated for this assessment, t~~Four~~hree~~ special-status bird species (Swainson's hawk, tricolored blackbird, ~~and~~ burrowing owl, and California black rail) ~~and members of the two groups (herons, egrets, and raptors)~~ could occur in the Specific Plan area and are of particular concern. Swainson's hawks prefer agricultural fields adjacent to nest sites for foraging. Due to the proximity of the Specific Plan area to known nest sites, this species could forage throughout the Specific Plan area as well as nest in select trees. Tricolored blackbirds prefer marsh habitats and ~~are less likely to~~are known to nest in blackberry brambles in the Central Valley. Because these habitats are present in the Specific Plan area, the species could nest here, although these habitats are now part of the open space design for the Specific Plan area. Common raptors, such as red-tailed hawks, were observed foraging in the Specific Plan area. One raptor nest was found in a small tree along the seasonal marsh drainage in the southern portion of the Specific Plan area; therefore, raptors could nest in the Specific Plan area, as well as the off-site infrastructure areas.

Other species that could occur include Loggerhead shrike, which is resident in the Central Valley. Loggerhead shrike use small trees and shrubs within open grassland and agricultural settings as nesting territories. The California horned lark winters throughout the Central Valley, including western Placer County. However, this subspecies nests in San Joaquin Valley and Coast Range open grassland communities and is not expected to nest in western Placer County. Horned larks that nest on the Valley floor in western Placer County are comprised of the "ruddy" subspecies (*E. a. rubea*), which are not considered a special-status species. Long-billed curlews are winter visitants to the Central Valley, including western Placer County. They do not nest in this region. They can be found foraging within open grassland and agricultural settings throughout the Central Valley during winter. Herons and egrets could also forage in the area; however, although both are protected under the MBTA, neither is a special species of concern, unless a rookery (nest site) is present. No rookeries were observed during field surveys.

Mammals

The only special-status mammals that could occur in the Specific Plan area are bats. Townsend's big-eared bat, small-footed myotis, long-eared myotis, fringed myotis, long-legged myotis, and Yuma myotis prefer arid upland areas in California in a wide variety of habitats including arid wooded and brushy uplands near water. These species feed on moths, flies, and beetles. The Specific Plan area and off-site infrastructure areas provides suitable foraging opportunities for these species; however, no potential maternity roost sites were found during the survey, and these species are not expected to breed in the Specific Plan area, but could breed within the off-site infrastructure areas.

Mitigation Measure

Implementation of the following mitigation measure will substantially lessen loss of Swainson's hawk foraging habitat, but will not mitigate the impact to a less than significant level. Although the measure would ensure that similar foraging habitat is preserved elsewhere in the county, properties surveyed would still be converted to urban uses, so there would be a net reduction in available foraging habitat. It would not be feasible to restore or create new foraging habitat to completely offset the development.

Mitigation Measure 4.4-1 above requires preservation of off-site foraging habitat at ratios recommended by the CDFG: 1:1 for each acre lost within one mile of a nest, 0.75:1 for each acre lost within one to five miles of a nest, and 0.5:1 for each acre lost within five to ten miles of a nest. Because new nests could be established in closer proximity to surveyed properties surveyed, which would affect the amount of acreage that must be preserved, Mitigation Measure 4.4-1 would also require new nesting surveys as development proposals within surveyed properties surveyed are implemented.

Because Mitigation Measure 4.4-1 calls for preservation of open space at a 1:1 ratio, the highest ratio required for Swainson's hawk mitigation, CDFG recommendations would likely be met entirely by Mitigation Measure 4.4-1.

Mitigation Measure 4.4-1 also requires that any Swainson's hawk nesting trees that are removed be replaced at a 15:1 ratio in areas suitable for Swainson's hawk foraging and nesting. This measure would ensure that there is "no net loss" of nesting trees over time. The impact due to loss of foraging habitat will remain *significant and unavoidable*; however, the impact to nests is *less than significant*:

4.4-6 *Implement Mitigation Measure 4.4-1 as it pertains to Swainson's hawk foraging habitat and nesting trees.*

See Impact 4.4-10 for impacts on oak trees. See Impact 4.4-8 for impacts on other nesting raptors.

4.4-7 Development could result in removal of nesting and foraging habitat for ~~tricolored blackbird~~non-raptor special status bird species.

Numerous non-raptor special status bird species, including t~~T~~ricolored blackbird and black rail,~~s~~ could nest and forage within sections of the Specific Plan area. Tricolored blackbirds are protected under the MBTA and the California black rail is State listed as well as protected under the MBTA. ~~, and d~~ Destruction of active nests is considered a violation of the MBTA~~-~~, and consequently, impacts to~~of the MBTA. Consequently, impacts to~~ nesting special-status ~~tricolored blackbirds~~birds would be considered ***potentially significant***.

Mitigation Measure

The following measure would reduce the destruction and/or disturbance of ~~tricolored blackbird~~ nests to a *less than significant level.*

4.4-7 *~~If~~ Prior to construction activities ~~are proposed during the tricolored blackbird breeding season (May to August)~~, a focused survey for non-raptor special status bird nests and/or nesting colonies shall be conducted by a qualified biologist within 30 days prior to the beginning of construction activities ~~by a qualified biologist~~ in order to identify active nests within the construction area. If active nests are found, no construction activities shall take place within five hundred feet of the nest and/or nesting colony until the young have fledged. The biologist shall consult with the CDFG, particularly with respect to vegetation removal as a result of project construction~~on~~ ~~. Vegetation that must be removed as a result of construction shall be removed during the non-breeding season (September to April)~~. If no active nests and/or nesting colonies are found during the focused survey, no further mitigation will be required.*

This measure would ensure that ~~tricolored blackbird~~ nests and/or nesting colonies are avoided when active, so that eggs and young would be protected. Once the ~~blackbirds~~ young have fledged their nests, the nests can be removed without harm to the birds.

4.4-8 Construction activities could destroy active nests or disturb nesting raptors.

Raptors, including red-tailed hawk and great horned owl, are likely to nest within the Specific Plan area. One potentially active raptor nest was found in a small tree along the seasonal marsh area in the south-central portion of the Specific Plan area. Other nests could be established over time. If an active nest is located in a tree slated for removal or pruning, the nest could be lost and the eggs and/or young could be destroyed. Specific Plan implementation could result in removal of nest trees. All raptors are protected under the MBTA and Section 3503.5 of the California Fish and Game Code, and destruction of active raptor nests is considered a violation of this code and the MBTA. In addition, construction activities near active nests could disturb nesting raptors, and even result in the abandonment of a nest. Consequently, construction near trees containing active nests would be considered a ***potentially significant impact***.

Mitigation Measure

Implementation of the following mitigation measure would reduce the potential disturbance of nesting raptors to a *less than significant level:*

4.4-8 *When construction is proposed during the raptor breeding season (March to early September), a focused survey for raptor nests shall be conducted within 30 days prior to the beginning of construction activities by a qualified biologist in order to identify active nests on-site. If active nests are found, no construction activities shall take place within five hundred feet of the nest until the young have fledged. Trees containing nests shall be removed during the non-breeding season (late September to March). If no active nests*

Therefore, removal of raptor foraging habitat would be considered a ***less than significant impact.***

Mitigation Measure

No mitigation measures are required.

4.4-2I Installation and maintenance of infrastructure within off-site infrastructure areas could remove habitat for ~~tricolored blackbird~~non-raptor special status bird species.

Non-raptor special status bird species, such as ~~T~~tricolored blackbird and California black rail,~~s~~ could nest within the off-site infrastructure areas. Tricolored blackbirds are protected under the MBTA and the California black rail is State listed as well as protected under the MBTA. Destruction of active nests of special status bird species is considered a violation of the MBTA, and, consequently, impacts to nesting special-status birds would be considered ***potentially significant***. ~~Tricolored blackbirds are protected under the MBTA, and destruction of active nests is considered a violation of the MBTA. Consequently, impacts to nesting tricolored blackbirds would be considered ***potentially significant***.~~

Mitigation Measure

The following measure would reduce the destruction and/or disturbance of ~~tricolored blackbird~~ nests and/or nesting colonies to a less than significant level. Placer County can and will require this measure of Specific Plan-related infrastructure within Placer County. However, some of the project infrastructure improvements would be located in and under the jurisdiction of Sutter County, Sacramento County, and/or the City of Roseville, and Placer County cannot compel these jurisdictions to adopt or implement mitigation measures. Therefore, for purposes of Placer County as the CEQA lead agency, the potential impact on nesting ~~tricolored blackbirds~~birds will have to be considered *significant and unavoidable*. However, at the time of Specific Plan consideration, the Placer County Board of Supervisors will likely find that the following mitigation should be adopted by the other jurisdictions (see CEQA Guidelines Section 15091(a)(2)).

4.4-21 *If installation of infrastructure is proposed in areas where identified non-raptor special-status bird species may occur~~during the tricolored blackbird breeding season (May to August)~~, a focused survey for non-raptor special-status bird nests and/or nesting colonies shall be conducted by a qualified biologist within 30 days prior to the beginning of construction activities by a qualified biologist in order to identify nests within the construction area. If active nests and/or nesting colonies are found, no construction activities shall take place within five hundred feet of the nest and/or nesting colony until the young have fledged and the biologist has consulted with the CDFG, particularly with respect to~~. V~~vegetation ~~that must be removed~~removal as a result of installation ~~shall be removed during the non-breeding season (September to April)~~ of project infrastructure. If no active nests are found during the focused survey, no further mitigation will be required.*

This measure would ensure that ~~tricolored blackbird~~bird nests are avoided when active, so that eggs and young would be protected. Once the ~~blackbirds~~ birds have left their nests, the nests can be removed without harm to the birds. Similar measures could be implemented by Sutter County, Sacramento County, and/or the City of Roseville, if needed, to protect nesting ~~tricolored blackbirds~~non-raptor special status bird species.~~.~~

4.4-22 Installation and maintenance of infrastructure within off-site infrastructure areas could destroy active raptor nests or disturb nesting raptors.

Raptors, including red-tailed hawk and great horned owl, could nest in the off-site infrastructure areas. Raptors are protected under the MBTA and Section 3503.5 of the California Fish and Game Code, and destruction of active raptor nests is considered a violation of this code and the MBTA. Consequently, impacts to nesting raptors and migratory birds would be considered ***potentially significant***.

Mitigation Measure

The following measure would reduce the destruction and/or disturbance of raptor nests to a less than significant level. Placer County can and will require this measure of Specific Plan-related infrastructure within Placer County. However, some of the project infrastructure improvements would be located in and under the jurisdiction of Sutter County, Sacramento County, and/or the City of Roseville, and Placer County cannot compel these jurisdictions to adopt or implement mitigation measures. Therefore, for purposes of Placer County as the CEQA lead agency, the potential impact on nesting raptors will have to be considered *significant and unavoidable***.** However, at the time of Specific Plan consideration, the Placer County Board of Supervisors will likely find that the following mitigation should be adopted by the other jurisdictions (see CEQA Guidelines Section 15091(a)(2)).

4.4-22 *Implement Mitigation Measure 4.4-8, which requires nesting surveys prior to construction, so if raptor nests are present in the off-site infrastructure areas, they will be detected. This measure also prohibits construction activities within five hundred feet of a nest, so that nesting raptors will not be disturbed. Once the young have fledged, the nests can be removed, because the raptors would then establish nests in a new area. Therefore, with implementation of this measure, the impact on nesting raptors would be less than significant. Similar measures could be implemented by Sutter County, Sacramento County and/or the City of Roseville, if needed, to protect nesting raptors.*

4.4-23 Installation and maintenance of infrastructure within off-site infrastructure areas could harm or destroy the California horned lizard.

Potential habitat for California horned lizard could occur in the off-site infrastructure areas. Removal of potential habitat for this species could reduce their numbers, which would be considered a ***potentially significant impact.***

Appendix Y

4.7 TRANSPORTATION AND CIRCULATION

PLANNED TRANSPORATION IMPROVEMENTS

The following revisions are made to the discussion of planned transportation improvements (pages 4.7-21 through 4.7-34 of the Revised Draft EIR):

- **Existing Conditions Roadway Improvements.** The Existing No Project conditions assumed only the existing roadway network. The analysis of the Existing Plus Project conditions assumed that all the internal roadways in the proposed Specific Plan area would be fully implemented, including the widening of Baseline Road and Watt Avenue to six lanes, but no off-site improvements were assumed other than the widening of Baseline Road to east of Fiddyment Road and Watt Avenue south of the Specific Plan area. The internal roadway network of the Specific Plan is discussed later in this section.

- **Roadway Improvements under Cumulative No Project Conditions.** The analysis of the No Project Alternative under Cumulative conditions assumed roadway improvements that are planned to be constructed by 2025, including all the new roadways and roadway improvements in the *Placer County General Plan EIR*, Placer County CIP and SACOG MTP that would be implemented by 2025.

  The *Dry Creek/West Placer Community Plan* calls for the eventual closure of PFE Road west of Cook Riolo Road. However, based on discussions with Placer County, the analysis of Cumulative conditions assumed that this roadway would remain open.

  The preliminary Sierra Vista Specific Plan proposes 11,000 dwelling units. This analysis assumed that the entire Sierra Vista Specific Plan area would be developed by 2025. The preliminary Sierra Vista Specific Plan proposes to extend Watt Avenue north and extend West Side Drive to East Dyer Lane. Pleasant Grove Boulevard would be extended to Watt Avenue and a new road parallel to Baseline Road would be built between Watt Avenue and Fiddyment Road. The Sierra Vista project would widen both Baseline Road and Fiddyment Road to six lanes along its frontage.

  For Sacramento County, improvements contained in SACOG's MTP were assumed. This includes the widening of Elverta Road from two lanes to four lanes from Rio Linda Boulevard to Watt Avenue. This also includes the widening of Watt Avenue and Walerga Road from two lanes to four lanes from Elverta Road to the Placer County line.

  Under Cumulative No Project conditions, about half of the potential 17,500 dwelling units that could be constructed in the South Sutter County Specific Plan area under the County's recently passed Measure M were assumed. That level of development would require improvements to local roadways, including Riego Road. Under Cumulative No Project conditions, those improvements contained in SACOG's MTP were assumed, including an interchange at Riego Road and Hwy 70/99, and the widening of Riego Road from two lanes to six lanes from Hwy 70/99 to the Placer County line. Federal and State regulations require

that the MTP be "financially constrained" and contain a set of transportation improvements that have realistic funding sources. SACOG's MTP assumed that improvements to Riego Road and other roadways in south Sutter County would be funded primarily by development in that area.

As discussed later in this section, the City of Roseville has requested that traffic impacts under Cumulative conditions within the C~~c~~ity of Roseville be evaluated using their 2020 Travel Demand Model, which was used for the development of the City's CIP. Therefore, the analysis of the Cumulative No Project scenario in the City of Roseville assumed the improvements contained in Roseville's CIP. The City of Roseville has adopted a Traffic Mitigation Fee that, in conjunction with other identified funding sources, will fully fund these improvements.

A planning level signal warrant analysis was conducted for the Cumulative (2025) No Project scenario to define the locations where traffic signals should be assumed. This analysis indicates that the following intersections should be signalized by 2025:

- Watt Avenue and PFE Road
- Baseline Road and new roadway in proposed Sierra Vista Specific Plan area (across from 9th Street in Placer Vineyards Specific Plan area)
- Baseline Road and new roadway in proposed Sierra Vista Specific Plan area (across from East Dyer Lane in Placer Vineyards Specific Plan area)
- Locust Road and Baseline Road
- Brewer Road and Baseline Road
- Palladay Road and Baseline Road
- Pleasant Grove Road (S) and Baseline/Riego Road
- Pleasant Grove Road (N) and Riego Road
- Hwy 70/99 interchange ramps and Riego Road
- Hwy 70/99 interchange ramps and Elverta Road
- 16th Street and Elverta Road
- Cook Riolo Road and PFE Road

FUTURE DEVELOPMENT ASSUMPTIONS

The revised future development assumptions are shown in Revised Table 4.7-15, which shows the assumptions for the Cumulative No Project scenario.

Revised Table 4.7-15
Development Assumptions in Key Areas – 2025 No Project Scenario

Area		Dwelling Units	Floor Area (1,000 square feet)			College Enrollment
			Retail	Office	Industrial	
Placer Vineyards Specific Plan Area		261[1]	0	0	0	0
Roseville	General Plan Area	60,002	14,400	15,319	17,401	
	MOU Remainder Area	~~12,600~~14	780	~~1,020~~58	0	

Revised Table 4.7-15 Development Assumptions in Key Areas – 2025 No Project Scenario						
Area		**Dwelling Units**	**Floor Area (1,000 square feet)**			**College Enrollment**
			Retail	**Office**	**Industrial**	
		,154		4		
Rocklin	General Plan Area	28,606	4,586	2,848	6,494	23,000
Lincoln	General Plan Area SOI Expansion Area	22,123 15,000	2,948 1,875	3,622 4,000	8,161 0	5,000
Placer Ranch		~~7,2006~~,758	900	2,213	1,387	25,000
Remainder Sunset Industrial Area		0	357	912	7,851	
Regional University		4,387	215	75	0	6,000
Riolo Vineyards		~~828~~949	88	0	0	
South Sutter Specific Plan Area		8,750	1,094	750	1,500	
Total		**~~159~~160,~~757~~990**	**27,243**	**30,~~759~~323**	**42,794**	**59,000**
Source: DKS Associates, ~~2005~~2006						

EXISTING PLUS PROJECT CONDITIONS

There are no changed impact conclusions under Existing Plus Project Conditions.

4.7-2 The proposed Specific Plan would increase daily traffic volumes on study area roadways in unincorporated Placer County.

As discussed earlier in this section, the analysis of Existing Plus Project conditions assumed that all the internal roadways to the proposed Specific Plan area would be fully implemented, including the widening of Baseline Road and Watt Avenue to six lanes. No other off-site improvements were assumed.

Figure 4.7-10 shows the average daily traffic volumes on unincorporated Placer County roadways within the study area under Existing Plus Project conditions.

It should be noted that the new roadways in the Specific Plan area would provide new travel routes for existing traffic and change some travel patterns. For example, the extension of Dyer Lane from Watt Avenue to the northeast to connect to Baseline Road would divert some existing traffic from Watt Avenue north of Dyer Lane and from Baseline Road east of Watt Avenue. The new roadways in the Specific Plan would also divert some existing traffic from portions of PFE Road and Walerga Road. These traffic diversions would offset some of the increase in traffic from the proposed Specific Plan.

It should also be noted that the traffic volume forecasts are not based on a simple layering or adding of assumed project-generated traffic volumes onto existing traffic counts. Rather, the County's Travel Demand Model is used to predict how travel patterns would change if the Specific Plan land uses are added to existing land uses. The model redistributes trips and can

cause traffic to decrease at some locations fairly distant from the Specific Plan area. The travel model also accounts for traffic congestion and can divert some trips to less congested roadways based on travel times between origins and destinations.

A roadway segment Level of Service analysis for the unincorporated Placer County roadways is presented in Revised Table 4.7-16. This analysis indicates that full development of the Specific Plan under existing conditions would cause impacts on the following Placer County roadway segment:

a. Level of Service on the segment of Walerga Road from Baseline Road to PFE Road would remain LOS "D" but the proposed project would increase the traffic volume and volume-to-capacity ratio on this segment.

This is considered a ***significant impact.***

Revised Table 4.7-16
Roadway Segment Levels of Service – Unincorporated Placer County
Existing Plus Project Conditions

Roadway	Segment	Existing Conditions			Existing Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Baseline Road	East of County Line	2	10,100	A	6	14,400	A
Baseline Road	East of Locust Road	2	10,100	A	6	14,500	A
Baseline Road	East of Brewer Road	2	10,100	A	6	16,200	A
Baseline Road	East of Palladay Road	2	10,100	A	6	21,500	A
Baseline Road	East of 16th Street	2	10,400	B	6	22,400	A
Baseline Road	East of 12th Street	2	10,400	B	6	26,800	A
Baseline Road	East of Watt Avenue	2	12,600	B	6	29,900	A
Baseline Road	East of Dyer Lane	2	12,600	B	6	31,600	A
Walerga Road	South of Baseline Road	2	14,900	D	2	**15,600**	**D**
Walerga Road	North of PFE Road	2	14,900	D	2	**15,100**	**D**
Watt Avenue	South of Baseline Road	2	7,100	A	6	11,000	A
Watt Avenue	South of Dyer Lane	2	7,100	A	6	38,300	C
PFE Road	East of Watt Avenue	2	4,700	A	2	8,200	A
PFE Road	East of Walerga Road	2	7,200	A	2	9,100	A
Locust Road	South of Baseline Road	2	1,000	A	2	1,000	A
Locust Road	North of county line	2	1,000	A	2	5,700	A
Palladay Road	South of Baseline Road	2	500	A	2	6,700	A
Palladay Road	North of Dyer Lane	2	500	A	2	1,200	A
Palladay Road	North of county line	2	500	A	2	3,900	A
Dyer Lane (W)	South of Baseline Rd				4	7,900	A
Dyer Lane	South of Town Center Dr				4	4,300	A
Dyer Lane	West of 16th Street				4	9,900	A
Dyer Lane	West of Tanwood Avenue				4	4,100	A
Dyer Lane	West of Watt Avenue				4	8,100	A
Dyer Lane (E)	South of Baseline Road				4	3,200	A
16th Street	South of Baseline Road				4	5,500	A

Revised Table 4.7-16 Roadway Segment Levels of Service – Unincorporated Placer County Existing Plus Project Conditions							
Roadway	Segment	Existing Conditions			Existing Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
16th Street	South of Dyer Lane				4	11,500	A
14th Street	South of Baseline Road				2	4,300	A
12th Street	South of Baseline Road				4	6,100	A
A Street	East of Dyer Lane				2	2,600	A
A Street	West of 16th Street				2	4,600	A
A Street	West of Tanwood Avenue				2	4,200	A
A Street	West of Watt Avenue				4	14,000	A
A Street	West of Dyer Lane				2	4,300	A
Town Center Dr	East of Dyer (W) Street				2	2,400	A
Town Center Dr	West of 16th Street				2	4,600	A
Town Center Dr	West of Tanwood Avenue				2	9,300	A
Town Center Dr	West of Watt Avenue				2	9,800	A
Town Center Dr	West of Dyer Lane (E)				2	1,600	A
Town Center Dr	West of Walerga Road				2	3,700	A
Notes: ADT = average daily traffic. Significant impacts are highlighted in bold letters "Blank" = Roadway does not exist under this scenario. Source: DKS Associates, 2006.							

Mitigation Measures

Implementation of the following mitigation measures would reduce these impacts to a *less than significant level:*

4.7-2a *Developers of property within the Placer Vineyards Specific Plan area shall be responsible for the project's fair share of all feasible physical improvements necessary and available to reduce the severity of the project's significant transportation-related impacts, as identified in this traffic analysis, consistent with the policies and exceptions set forth in the Transportation and Circulation Element of the 1994 Placer County General Plan as amended. The project's contribution toward such improvements, which the County recognizes will not be sufficient to mitigate all transportation-related impacts to less than significant levels, may take any, or some combination, of the following forms:*

1. *Construction of roads and related facilities within and adjacent to the boundaries of the Specific Plan area, which may be subject to fee credits and/or reimbursement, coordinated by the County, from other fee-paying development projects with respect to roads or other facilities that would also serve fee-paying development projects other than Placer Vineyards;*

2. *Construction of roads and/or road improvements or other transportation facilities outside the boundaries of the Specific Plan area but within unincorporated Placer*

County, subject in some instances to future reimbursement, coordinated by the County, from other fee-paying development projects where the roads or improvements at issue would also serve fee-paying development projects other than Placer Vineyards;

3. *The payment of impact fees to Placer County in amounts that constitute the Specific Plan's fair share contributions to the construction of transportation facilities to be built or improved within unincorporated Placer County, consistent with the County's CIP;*

4. *The payment of impact fees to the South Placer Regional Transportation Authority (SPRTA) in amounts that constitute the Project's fair share contribution to the construction of transportation facilities funded through fees collected by the SPRTA for Tier 1 and/or Tier 2 projects;*

5. *The payment of other adopted regional impact fees that would provide improvements to roadways, intersections and/or interchanges that are affected by multiple jurisdictions (e.g., Walerga/Fiddyment/Baseline);*

6. *The payment of impact fees to Placer County in amounts that constitute the Specific Plan's fair share contributions to the construction of transportation facilities and/or improvements within the C~~c~~ity of Roseville, Sacramento County and/or Sutter County needed in whole or in part because of the Specific Plan, to be made available to the City of Roseville, Sacramento County, and/or Sutter County, if and when those jurisdictions and Placer County enter into an enforceable agreement consistent with Placer County General Plan Policy 3.A.15(c). At the time of issuance of building permits for individual development projects within the Specific Plan area, the County shall collect fair share fee payments for improvements or facilities addressed by its CIP as it exists at that time;*

7. *Developers of property within the Placer Vineyards Specific Plan area shall pay impact fees to Placer County in amounts that constitute the Specific Plan's fair share contributions to the construction of transportation facilities and/or improvements on federal or S~~s~~tate highways or freeways needed in part because of the Specific Plan, to be made available to Caltrans if and when Caltrans and Placer County enter into an enforceable agreement consistent with State law and Placer County General Plan Policy 3.A.15; and*

8. *In pursuing a single agreement or multiple agreements with the City of Roseville, Sacramento County, Sutter County, and Caltrans, Placer County shall negotiate in good faith with these other jurisdictions to enter into fair and reasonable arrangements with the intention of achieving, within a reasonable time period after approval of the Placer Vineyards Specific Plan, commitments for the provision of adequate fair share mitigation payments from the Specific Plan for*

its out-of-jurisdiction traffic impacts and its impacts on federal and S~~s~~tate freeways and highways.

4.7-2b *Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the widening of Walerga Road to four lanes from Baseline Road to PFE Road to provide LOS "A" (V/C 0.43).*

As shown in Revised Table 4.7-16, Walerga Road from Baseline Road to PFE Road currently operates at LOS "D", which does not meet the County's Level of Service standard. The proposed Specific Plan would exacerbate this condition. The widening of Walerga Road to four lanes would improve its capacity to acceptable levels under existing conditions. The County plans to construct this improvement in order to meet increased future traffic levels, and collects fees to fund this and other improvements identified in the County's CIP, regardless of whether the project is constructed. Because this improvement is needed to address existing and future traffic conditions, regardless of whether the proposed project is developed, the project would be required to fund only its fair share of the improvement, either through the fee programs described above, or by constructing the improvement and being reimbursed for the portion that exceeds the project's fair share.

4.7-3 Buildout of the Specific Plan area would increase peak hour traffic volumes on study area intersections in unincorporated Placer County.

There are no new impacts to intersections in Placer County.

4.7-4 Buildout of the Specific Plan area would increase peak hour traffic volumes on study area intersections in the City of Roseville.

There are no new impacts to intersections in the City of Roseville.

4.7-5 Buildout of the Specific Plan area would increase daily traffic volumes on study area roadways in Sacramento County.

Figure 4.7-12 shows the average daily traffic volumes on Sacramento County roadways within the study area under Existing Plus Project conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 4.7-19. This analysis indicates that development of the proposed Specific Plan under existing conditions would cause impacts on the following Sacramento County roadway segments:

a. Level of Service on the two- to four-lane segment of Watt Avenue from the Placer County line to Elverta Road would degrade from LOS "A" to LOS "F."

b. Level of Service on the segment of Watt Avenue from Elverta Road to Antelope Road would degrade from LOS "D" to LOS "F."

c. Level of Service on the segment of Watt Avenue from Antelope Road to Elkhorn Boulevard would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

d. Level of Service on the segment of Watt Avenue from Elkhorn Boulevard to Don Julio Boulevard would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

e. Level of Service on the segment of ~~Elkhorn Road~~Elkhorn Boulevard from Walerga Road to I-80 would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

This is considered a ***significant impact.***

The project proposes to widen Watt Avenue from the Placer County line to Elverta Road to six lanes but this improvement is outside the jurisdiction of Placer County. Therefore this roadway was analyzed with the existing (two-lane) conditions.

Mitigation Measure

Implementation of the following mitigation measures would reduce this impact to a *less than significant level.* While implementation of these mitigation measures would reduce this impact to a less than significant level, these improvements lie outside the jurisdiction of Placer County. Sacramento County can and should implement the suggested or similar mitigation measures but may choose not to. If the identified improvements are not made, the roadway segments would continue to operate at an unacceptable level. Therefore, this impact is considered *significant and unavoidable.*

4.7-5a *Implement Mitigation Measure 4.7-2a.*

4.7-5b *Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the following improvements in Sacramento County:*

1. *Widen Watt Avenue to six lanes from the Placer County line to Elverta Road to provide LOS "D" (0.87).*

2. *Widen Watt Avenue to six lanes from Elverta Road to Antelope Road to provide LOS "C" (0.71).*

3. *Widen Watt Avenue to six lanes from Antelope Road to Elkhorn Boulevard to provide LOS "D" (0.90).*

4. *Widen Watt Avenue to six lanes from Elkhorn Boulevard to Don Julio Boulevard to provide LOS "D" (0.87).*

5. *Widen Elkhorn Boulevard to six lanes from Walerga Road to I-80 to provide LOS "E" (0.96)*

Under existing conditions, the proposed project would cause several segments of Watt Avenue in Sacramento County to operate at LOS "F" and increase congestion at other segments that operate at LOS "F" (see Revised Table 4.7-19). Under cumulative conditions, these segments would all operate at LOS "F" with or without project traffic (see Revised Table 4.7-35). Therefore, the proposed project would be responsible for only a portion of the improvements necessary to achieve acceptable service levels on these segments if and when an appropriate fee mechanism is adopted. The widening of Watt Avenue to six lanes between Don Julio Boulevard and Antelope Road is included in SACOG's MTP.

Revised Table 4.7-19
Roadway Segment Levels of Service – Sacramento County
Existing Plus Project Conditions

Roadway	Segment	Existing Conditions			Existing Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Elverta Road	East of Hwy 70/99	2	5,000	A	2	9,700	A
Elverta Road	East of Rio Linda Boulevard	2	8,000	A	2	14,900	D
Elverta Road	East of 16th Street	2	10,400	A	2	16,600	E
Elverta Road	West of Watt Avenue	2	19,000	F	2	18,800	F
Watt Avenue	North of Elverta Road	4	19,400	A	4[1]	**47,000**	**F**
Watt Avenue	North of Antelope Road	4	28,900	D	4	**38,200**	**F**
Watt Avenue	North of Elkhorn Boulevard	4	37,900	F	4	**48,400**	**F**
Watt Avenue	North of Don Julio Boulevard	4	40,300	F	4	**47,100**	**F**
Watt Avenue	North of Air Base Drive	6	46,700	D	6	49,500	E
Watt Avenue	North of Roseville Road	5	49,200	F	5	48,200	F
Watt Avenue	North of I-80	5	62,600	F	5	61,100	F
Walerga Road	North of Elverta Road	4	24,700	B	4	21,800	B
Walerga Road	North of Antelope Road	4	40,300	F	4	41,100	F
Walerga Road	North of Elkhorn Blvd	4	31,100	D	4	32,900	E
Sorento Road	North of Elverta Road	2	1,200	A	2	2,400	A
Elwyn Road	North of Elverta Road	2	1,000	A	2	5,700	A
Palladay Road	North of Elverta Road	2	500	A	2	3,900	A
16th Street	North of Elverta Road	2	400	A	2	12,000	B
16th Street	South of Elverta Road	2	400	A	2	2,600	A
Dry Creek Road	North of ~~Elkhorn Road~~Elkhorn Boulevard	2	8600	A	2	9,100	A
Dry Creek Road	South of ~~Elkhorn Road~~Elkhorn Boulevard	2	9000	A	2	10,700	A
~~Elkhorn Road~~Elkhorn Boulevard	East of Watt Avenue	4	25,700	C	4	27,100	C
~~Elkhorn Road~~Elkhorn Boulevard	East of Walerga Road	4	50,300	F	4	**52,100**	**F**

Revised Table 4.7-19
Roadway Segment Levels of Service – Sacramento County
Existing Plus Project Conditions

Roadway	Segment	Existing Conditions			Existing Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS

Notes: ADT = average daily traffic. Significant impacts are highlighted in bold letters
[1] Watt Avenue has two lanes from Placer County line to Tourmaline Way, four lanes from Silver Fern Drive to just north of Elverta Road, and six lanes through the its intersection with Elverta Road. The capacity of this segment of Watt Avenue is primarily dictated by its capacity through the Elverta Road intersection.
Source: DKS Associates, ~~2005~~2006.

4.7-6 Buildout of the Specific Plan area would increase peak hour traffic volumes on study area intersections in Sacramento County.

~~A planning level signal warrant analysis was conducted for the conditions under Existing Plus Project conditions to define the locations where traffic signals should be assumed. This analysis indicates that the following intersections within the Sacramento County should be signalized:~~

~~•16th Street and Elverta Road~~

Under Existing Plus Project conditions, no improvements were assumed for Sacramento County intersections in the study area beyond existing conditions. Figure 4.7-8 shows the key study area intersections in Sacramento County. Revised Tables 4.7-21 and 4.7-22 present the intersection Level of Service analysis at these intersections for the a.m. and p.m. peak hour under Existing Plus Project conditions. The traffic volumes and existing lane geometry at each intersection in Revised Tables 4.7-20 and 4.7-21 are shown in Appendix I. This analysis indicates that development of the proposed Specific Plan under existing conditions would cause impacts at the following intersections:

a. **Level of Service at the intersection of Elwyn Avenue and Elverta Road would degrade from LOS "C" to LOS "F" during the a.m. peak hour and from LOS "E" to LOS "F" during the p.m. peak hour.**

b. **Level of Service at the intersection of 16th Street and Elverta Road would degrade from LOS "A" to LOS "F" during the a.m. peak hour and from LOS "A" to LOS "F" during the p.m. peak hour.**

c. **Level of Service at the intersection of Watt Avenue and Antelope Road would degrade from LOS "C" to LOS "F" during the p.m. peak hour.**

d. **Level of Service at the intersection of Walerga Road and Elkhorn Boulevard would degrade from LOS "D" to LOS "F" during the p.m. peak hour.**

e. **Level of Service at the intersection of Watt Avenue and Don Julio Boulevard would degrade from LOS "C" to LOS "F" during the p.m. peak hour.**

f. Level of Service at the intersection of Watt Avenue and Air Base Drive would degrade from LOS "B" to LOS "F" during the a.m. peak hour, and from LOS "E" to LOS "F" during the p.m. peak hour.

g. Level of Service at the intersection of Watt Avenue and Roseville Road would degrade from LOS "E" to LOS "F" during the p.m. peak hour.

This is considered ***a significant impact.***

Revised Table 4.7-20
A.M. Peak Hour Levels of Service at Study Intersections – Sacramento County
Existing Plus Project Conditions

Intersection		Existing Conditions			Existing Plus Project Conditions		
			LOS Criteria			LOS Criteria	
North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
1 Hwy-99	Elverta Road	A		8.4	D		35.9
2 Sorento Rd	Elverta Road	A		1.8	A		1.9
3 Elwyn Ave	Elverta Road	C		16.2	**F**		**45.4**
4 Palladay Rd	Elverta Road	A		0.3	A		0.3
~~2~~ 5 16th Street	Elverta Road	A		1.6	**F** ~~E~~	~~0.90~~	**140.4**
~~3~~ 6 Watt Ave	Elverta Road	A	0.56		D	0.82	
~~4~~ 7 Walerga Rd	Elverta Road	D	0.86		D	0.89	
~~5~~ 8 Watt Ave	Antelope Road	C	0.73		D	0.87	
~~96~~ Walerga Rd	Antelope Road	C	0.73		D	0.85	
10 Dry Creek	Elkhorn Blvd	B	0.60		B	0.60	
~~7~~ 11 Watt Ave	Elkhorn Blvd	C	0.76		C	0.83	
~~8~~ 12 Walerga Rd	Elkhorn Blvd	B	0.68		B	0.69	
~~9~~ 13 Watt Ave	Don Julio Blvd	A	0.51		B	0.65	
~~10~~ 14 Watt Ave	Air Base Drive	B	0.63		**F**	**1.01**	
~~11~~ 15 Watt Ave	Roseville Rd	D	0.88		E	0.92	
~~12~~ 16 Watt Ave	I-80 WB	B		16.6	B		14.7

Notes: Intersection numbers refer to Figure 4.7-8. Significant impacts are highlighted in bold letters
[1] Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.
Source: DKS Associates, 2006.

Revised Table 4.7-21
P.M. Peak Hour Levels of Service at Study Intersections – Sacramento County
Existing Plus Project Conditions

Intersection		Existing Conditions			Existing Plus Project Conditions		
		Level of Service	LOS Criteria		Level of Service	LOS Criteria	
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]		Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
1 Hwy-99	Elverta Road	A		8.3	B		17.6
2 Sorento Rd	Elverta Road	C		1.0	B		6.7
3 Elwyn Ave	Elverta Road	E		35.6	**F**		**239.7**
4 Palladay Rd	Elverta Road	A		0.2	A		2.2
~~2~~ 5 16th Street	Elverta Road	A		2.3	**F**~~D~~	~~0.87~~	**199.4**
~~3~~ 6 Watt Avenue	Elverta Road	A	0.60		B	0.69	
~~4~~ 7 Walerga Rd	Elverta Road	C	0.76		D	0.86	
~~5~~ 8 Watt Avenue	Antelope Rd	C	0.77		**F**	**1.09**	
~~6~~ 9 Walerga Rd	Antelope Rd	D	0.89		E	0.91	
10 Dry Creek	Elkhorn Blvd	A	0.57		A	0.42	
~~7~~ 11 Watt Avenue	Elkhorn Blvd	B	0.70		D	0.83	
~~8~~ 12 Walerga Rd	Elkhorn Blvd	D	0.89		**F**	**1.02**	
~~9~~ 13 Watt Avenue	Don Julio Blvd	C	0.74		**F**	**1.13**	
~~10~~ 14 Watt Avenue	Air Base Drive	E	1.00		**F**	**1.30**	
~~11~~ 15 Watt Avenue	Roseville Rd	E	0.97		**F**	**1.04**	
~~12~~ 16 Watt Avenue	I-80 WB	B		14.1	B		13.5

Notes: Intersection numbers refer to Figure 4.7-8. Significant impacts are highlighted in bold letters.
[1] Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.
Source: DKS Associates, 2006.

Mitigation Measure

Implementation of the following mitigation measure would reduce this impact to a *less than significant level*. While implementation of this mitigation measure would reduce this impact to a less than significant level, the improvements lie outside the jurisdiction of Placer County. The County of Sacramento can and should implement the suggested or similar mitigation measures but may choose not to. If the identified improvements are not made, the intersections would continue to operate at an unacceptable level. Therefore, this impact is considered *significant and unavoidable*.

4.7-6a *Implement Mitigation Measure 4.7-2a.*

4.7-6b *Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the following intersection improvements in Sacramento County:*

1. *Install a traffic signal to improve the intersection of Elwyn Avenue and Elverta Road to LOS "C" (V/C 0.74) in the a.m. peak hour and LOS "D" (V/C 0.82) in the p.m. peak hour.*

2. *Install a traffic signal to improve the intersection of 16th Street and Elverta Road to LOS "E" (V/C 0.90) in the a.m. peak hour and LOS "D" (V/C 0.87) in the p.m. peak hour.*

3. *Construct a second exclusive left turn lane on the southbound approach to improve the intersection of Watt Avenue and Antelope Road to LOS "E" (V/C 0.93) in the p.m. peak hour.*

4. *Construct a second exclusive right turn lane on the westbound approach to improve the intersection of Walerga Road and Elkhorn Boulevard to LOS "D" (V/C 0.87) in the p.m. peak hour.*

5. *Construct a third northbound through lane to improve the intersection of Watt Avenue and Don Julio Boulevard to LOS "D" (V/C 0.87) in the p.m. peak hour.*

6. *Construct a third northbound through lane to improve the intersection of Watt Avenue and Air Base Drive to LOS "C" (V/C 0.80) in the a.m. peak hour and LOS "D" (V/C 0.86) in the p.m. peak hour.*

7. *Construct a second westbound left turn lane to improve the intersection of Watt Avenue and Roseville Road to LOS "E" (V/C 0.92) in the p.m. peak hour.*

4.7-7 Buildout of the Specific Plan area would increase daily traffic volumes on study area roadways in Sutter County.

Figure 4.7-12 shows the average daily traffic volumes on Sutter County roadways within the study area under Existing Plus Project conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 4.7-22. This analysis indicates that development of the proposed Specific Plan under existing conditions would not cause impacts on any Sutter County roadway segments.

This impact is considered ***less than significant.***

Mitigation Measures

No mitigation measures are required.

Revised Table 4.7-22 Roadway Segment Levels of Service – Sutter County Existing Plus Project Conditions							
Roadway	Segment	Existing Conditions			Existing Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Riego Road	East of Hwy 70/99	2	9,900	A	2	14,000	C
Pleasant Grove Rd	North of Sacramento County Line	2	1,000	A	2	2,100	A
Note: ADT = average daily traffic Source: DKS Associates, 2006.							

4.7-8 Buildout of the Specific Plan area would increase peak hour traffic volumes on study area intersections in Sutter County.

There are no new impacts to intersections in Sutter County.

4.7-9 Buildout of the Specific Plan would increase peak hour traffic volumes on study area roadways and intersections that are part of the state highway system.

There are no new impacts to State Highways.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

The revised network and development assumptions altered the conclusion regarding the significance of impact for Cumulative Impact 4.7-17. All other conclusions remain the same.

4.7-12 Buildout of the Specific Plan under Cumulative Plus Project conditions would increase daily traffic volumes on roadways in unincorporated Placer County.

Figure 4.7-18 shows the average daily traffic volumes on unincorporated Placer County roadways within the study area under Cumulative Plus Project conditions.

It should be noted that the new roadways in the Specific Plan area would provide new travel routes for existing traffic and change some travel patterns. For example, the extension of Dyer Lane from Watt Avenue to the northeast to connect to Baseline Road would divert some existing traffic from Watt Avenue north of Dyer Lane and from Baseline Road east of Watt Avenue. The new roadways in the Specific Plan area would also divert some existing traffic from portions of PFE Road and Walerga Road. These traffic diversions would offset some of the increase in traffic from the proposed Specific Plan.

A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 4.7-27. Under the Cumulative No Project Alternative, the four-lane segment of Baseline Road from the Sutter County line to Watt Avenue is predicted to operate at LOS "D" or "E" conditions. Under Cumulative Plus Project conditions, this segment

of Baseline Road would be widened to six lanes and would operate at LOS "D". Because this segment is adjacent to the Specific Plan area, LOS "D" is considered acceptable. Further, the operations would be better or equal to the Cumulative No Project Alternative.

This analysis indicates that full development of the Specific Plan area under Cumulative Plus Project conditions would increase congestion at a number of locations throughout the study area. The following segments are projected to degrade from acceptable to unacceptable levels with the project and/or are new segments that would operate at unacceptable levels.

a. Level of Service on the segment of Baseline Road from East Dyer Lane to Fiddyment Road would degrade from LOS "~~C~~B" to LOS "E."

b. Level of Service on the segment of Locust Road north of the county line would degrade from LOS "B" to LOS "E."

c. Level of Service on the segment of Palladay Road north of the county line would degrade from LOS "A" to LOS "E."

~~b. Level of Service on the new segment of Dyer Lane from Tanwood Avenue to Watt Avenue would operate at LOS "E."~~

~~c~~d. Level of Service on the new segment of Dyer Lane (East) from Baseline Road to A Street would operate at LOS "E."

Because one or more segments would degrade from acceptable to unacceptable levels, the increase in traffic congestion is considered a ***significant impact.***

Revised Table 4.7-27
Roadway Segment Levels of Service – Unincorporated Placer County
Cumulative Plus Project Conditions

Roadway	Segment	Cumulative No Project Alternative			Cumulative Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Baseline Rd	East of County Line	4	39,300 ~~40,600~~	E ~~F~~	6	45,000 ~~46,900~~	C
Baseline Rd	East of Locust Rd	4	37,500 ~~37,400~~	E	6	45,100 ~~47,200~~	C
Baseline Rd	East of Brewer Rd	4	39,600 ~~39,100~~	E	6	45,500 ~~47,100~~	C
Baseline Rd	East of Palladay Rd	4	45,700 ~~43,100~~	F	6	50,200 ~~51,200~~	D
Baseline Rd	East of 16th Street	4	45,500 ~~42,900~~	F	6	49,500 ~~50,800~~	D
Baseline Rd	East of 12th Street	4	45,500 ~~42,900~~	F	6	56,000 ~~55,100~~	E
Baseline Rd	East of Watt Ave	6	48,500 ~~52,800~~	D ~~E~~	6	47,200 ~~50,500~~	D ~~E~~

Revised Table 4.7-27
Roadway Segment Levels of Service – Unincorporated Placer County
Cumulative Plus Project Conditions

Roadway	Segment	Cumulative No Project Alternative			Cumulative Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Baseline Rd	East of Dyer Lane	6	36,600 ~~42,700~~	B ~~C~~	6	**50,200** ~~**54,000**~~	**E**
Walerga Rd	South of Baseline Rd	4	43,600 ~~42,300~~	F	4	38,600 ~~39,400~~	F
Walerga Rd	North of PFE Rd	4	43,300 ~~42,000~~	F	4	43,000 ~~43,600~~	F
Watt Ave	South of Baseline Rd	4	46,200 ~~61,100~~	F	6	42,000 ~~43,500~~	C ~~D~~
Watt Ave	South of Dyer Lane	4	46,200 ~~61,200~~	F	6	62,900 ~~64,300~~	F
PFE Rd	East of Watt Avenue	2	12,700 ~~9,300~~	C ~~A~~	2	14,300 ~~13,800~~	C
PFE Rd	East of Walerga Rd	2	17,900 ~~17,200~~	E	2	16,300 ~~16,600~~	E
Locust Road	South of Baseline Rd	2	13,600	C	2	5,500	A
Locust Road	North of county line	2	12,500	B	2	**17,100**	**E**
Palladay Rd	South of Baseline Rd	2	9,700	A	2	6,900	A
Palladay Rd	North of Dyer Lane	2	9,700	A	2	3,000	A
Palladay Road	North of county line	2	10,200	A	2	**16,600**	**E**
Dyer Lane (West)	South of Baseline Rd				4	15,800 ~~18,900~~	A
Dyer Lane	South of Town Center Drive				4	7,300 ~~8,400~~	A
Dyer Lane	West of 16th Street				4	20,300 ~~20,200~~	A
Dyer Lane	West of Tanwood Ave				4	25,200 ~~30,300~~	B ~~D~~
Dyer Lane	West of Watt Ave				4	32,300 ~~**33,100**~~	D ~~**E**~~
Dyer Lane (East)	South of Baseline Rd				4	**35,400** ~~**33,100**~~	**E**
~~Palladay Rd~~	~~South of Baseline Rd~~				~~2~~	~~7,700~~	~~A~~
~~Palladay Rd~~	~~North of Dyer Lane~~				~~2~~	~~3,600~~	~~A~~
16th Street	South of Baseline Rd				4	5,600 ~~5,900~~	A ~~A~~
16th Street	South of Dyer Lane				4	16,200 ~~22,300~~	A ~~B~~
14th Street	South of Baseline Rd				2	4,800 ~~4,700~~	A
12th Street	South of Baseline Rd				4	5,900 ~~4,400~~	A
A Street	East of Dyer Lane				2	2,600 ~~3,900~~	A
A Street	West of 16th Street				2	5,000 ~~5,600~~	A

Revised Table 4.7-27
Roadway Segment Levels of Service – Unincorporated Placer County
Cumulative Plus Project Conditions

Roadway	Segment	Cumulative No Project Alternative			Cumulative Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
A Street	West of Tanwood Ave				2	4,200 ~~4,800~~	A
A Street	West of Watt Ave				4	27,800 ~~26,100~~	C ~~C~~
A Street	West of Dyer Lane				2	4,600 ~~4,900~~	A
Town Center Drive	East of Dyer Lane (W)				2	4,600 ~~4,400~~	A
Town Center Drive	West of 16th Street				2	3,200 ~~4,400~~	A
Town Center Drive	West of Tanwood Ave				2	11,100 ~~11,600~~	B
Town Center Drive	West of Watt Ave				2	12,300 ~~12,800~~	B ~~C~~
Town Center Drive	West of Dyer Lane (E)				2	2,400 ~~3,000~~	A
Town Center Drive	West of Walerga Rd				2	8,800 ~~10,300~~	A

Note: ADT = average daily traffic. Significant impacts are highlighted in bold letters. "Blank" = Roadway does not exist under this scenario.
Source: DKS Associates, ~~2005~~2006.

Mitigation Measures

Implementation of the following measure would reduce the project contribution to cumulative traffic congestion by providing funding for improvements to the County transportation network. A combination of improvements would be needed to mitigate cumulative traffic impacts, and not all of these improvements are within the jurisdiction of Placer County (e.g., Placer Parkway). In addition, the best combination of improvements depends on the size, nature and timing of development and transportation improvements in Placer County, City of Roseville, Sacramento County and other jurisdictions. The County will continue to coordinate with these jurisdictions, but the specific set of improvements that will ultimately be constructed cannot be identified at this time. For these reasons, this impact would remain ***significant and unavoidable.***

4.7-12: *Implement Mitigation Measure 4.7-2a.*

A number of transportation improvements have been identified that, in various combinations, could reduce anticipated congestion levels on major roadways within or near the Specific Plan area. Mitigation Measure 4.7-2a would provide the proposed project's fair share contribution toward the combination of improvements ultimately selected by the County and other affected jurisdictions as best able to provide a County roadway network that serves existing and new development at Levels of Service consistent with the County's General Plan. In order to determine the extent to which a set of identified improvements could reduce cumulative traffic

congestion, a Mitigated Transportation Network was modeled. This Mitigated Transportation Network is just one of a number of possible roadway improvements that could be implemented. General evaluation of these improvements was conducted to determine their acceptability and feasibility and whether they should be included in a Mitigated Transportation Network. The roadway lanes in the Mitigated Transportation Network are shown in Figure 4.7-19. These potential improvements are summarized below:

1. Widening Baseline Road to eight lanes from Brewer Road to Fiddyment Road.

   This widening would improve the Level of Service along this section of Baseline Road. The widening could also have some undesirable effects including:

   - Such a widening may not promote pedestrian and bicycle circulation since wide roadways can be barriers for walking and cycling. The widening could discourage walking near Baseline Road by lengthening the distance for pedestrians and bicycle to cross Baseline Road to an unacceptable level.

   - Such a widening would not be consistent with the County's General Plan roadway standards that call for a maximum of six lanes on arterials and thoroughfares.

   - The widening would further increase traffic volumes on roadways in western Roseville, some of which are projected to operate at LOS "D", "E" or "F" conditions under Cumulative Plus Project conditions and cannot be further mitigated.

   - There may be concerns about visual aesthetics of an eight-lane roadway and its impact on community character.

For these reasons, and because Placer Parkway (discussed below) would also provide substantial east-west traffic capacity, the widening of Baseline Road to eight lanes was not included in the Mitigated Transportation Network.

2. Constructing Placer Parkway.

   The Concept Report for Placer Parkway calls for a new controlled-access highway that would connect Hwy 65 to Hwy 70/99. This new facility would decrease traffic volumes on a number of existing and planned roadways in western Placer County, including Baseline Road, and numerous roadways in the city of Roseville. This regional facility would help mitigate traffic impacts of not only the proposed Placer Vineyards project but the traffic impacts from other proposed developments in western Placer County as well, and thus was considered a key improvement in the Mitigated Transportation Network.

3. Extending Watt Avenue from the proposed Regional University development north to Blue Oaks Boulevard.

This extension would divert some traffic from Fiddyment Road and Baseline Road east of Watt Avenue and was considered a key improvement in the Mitigated Transportation Network.

4. Widening the Watt Avenue Extension from Baseline Road to Pleasant Grove Road to six lanes.

   This extension was assumed to have four lanes in the Cumulative No Project scenario but would need six lanes to have an acceptable Level of Service. Therefore, six lanes were assumed in the Mitigated Transportation Network.

5. Constructing a new north-south roadway from the proposed Regional University to Baseline Road at 12th Street.

   This improvement would run parallel to, and west of, the Watt Avenue Extension and connect to Baseline Road at 12th Street, which is a new roadway in the proposed Placer Vineyards Specific Plan. Coupled with a new east-west roadway (discussed in #6 below) and the extension of Watt Avenue to Blue Oaks Boulevard, this new roadway would allow some traffic to divert around the intersection of Watt Avenue and Baseline Road. However, it would extend into vacant land north of Blue Oaks Boulevard and west of Watt Avenue that was not considered developed under Cumulative (2025) conditions and thus it was not included in the Mitigated Transportation Network.

6. Constructing a new east-west arterial roadway north of Baseline Road from Watt Avenue to the new north-south roadway described in #4 above. Coupled with that new north-south roadway and the extension of Watt Avenue to Blue Oaks Boulevard, this new roadway would allow some traffic to divert around the intersection of Watt Avenue and Baseline Road. However, it would extend into vacant land north of Blue Oaks Boulevard west of Watt Avenue that was not considered developed under Cumulative (2025) conditions and thus was not included in the Mitigated Transportation Network.

7. Widening PFE Road to four lanes between Watt Avenue and Walerga Road.

   This widening would help divert traffic from Baseline Road between Watt Avenue and Walerga Road and was considered a key improvement in the Mitigated Transportation Network.

8. Widening Walerga Road to six lanes from south of Baseline Road to the Sacramento County line.

   This widening would increase the capacity of this segment of Walerga Road but it would also increase traffic volumes on this segment, as well as on portions of Walerga Road in Sacramento County. Since widening Walerga Road in Sacramento County to six lanes may not be feasible, the widening of Walerga Road to six lanes in Placer County was not included in the Mitigated Transportation Network except near its intersections with Baseline Road and PFE Road.

9. Widening Dyer Lane to six lanes from 16th Street east to Baseline Road.

   While the segment-based Level of Service analysis indicates that widening this entire segment may be needed, the analysis of peak hour operations at intersections along Dyer Lane indicates that six through lanes are only required near its intersection with Watt Avenue and its eastern intersection with Baseline Road. The widening to six lanes near these intersections was included as part of proposed Specific Plan.

10. Construct triple lefts and/or fourth through lanes

    The project includes extensive improvements to intersections. At some locations, these improvements include what is termed maximum conventional intersections. This term is defined as an intersection consisting of three through lanes, double left turn lanes, and free right turn lanes on all approaches. An example of this type of intersection is the one located in Roseville near the Galleria Mall at Galleria Boulevard and Roseville Parkway. The resulting roadway includes 10 lanes, and with shoulders is 140 feet wide.

    Despite utilizing the maximum conventional intersection configuration, several intersections are projected to operate at LOS "F". These intersections include 1) Baseline Road and Watt Avenue, 2) Baseline Road and Fiddyment/Walerga Road, 3) Cook Riolo Road and PFE Road, and 4) Watt Avenue and Dyer Lane. One alternative would be to add additional lanes such as triple left turn lanes or four through lanes. The addition of triple left turn lanes and/or four through lanes (in various combinations) at these intersections could improve to LOS E". These additional lanes, while technically improving the level of service at an intersection tend to create other problems including:

    - Such roadways can become barriers to pedestrians and bicyclists, who may be discouraged from trying to cross such facilities. For some pedestrians, it is difficult to cross such a wide street.

    - The long time devoted to pedestrian crossing movements can also adversely affect traffic signal coordination efforts, frustrating efforts to facilitate the smooth flow of traffic.

    - The additional capacity added with each new lane is reduced due to inefficiencies in lane utilization. As an example, triple left turn lanes do not provide 50% more capacity as compared to double left turn lanes.

    - There are traffic safety implications to such a wide facility. Motorists may have difficulty staying within lanes with a triple left turn configuration. In the case of four through lanes it can be difficult to cross so many lanes to reach the left turn lanes.

    - Very large intersections tend to divide neighborhoods, so that communities on one side of such intersections feel little or any connection to the neighborhoods on the other side. By discouraging pedestrians and bikes it contributes to more vehicle trips and poor air

quality. This result is at cross purposes to the goals of the Specific Plan to encourage walkable communities.

- Before such large intersections are considered, other mitigations should be explored including interchanges, reduced land use near the intersections and parallel roadways. In addition, the overall corridor Level of Service should be evaluated. Under this procedure a series of intersections are examined; in some cases one intersection has high delay but the delay in the overall corridor is acceptable.

- The Level of Service at intersections is based upon traffic during the peak hour. The additional lanes would be unnecessary and underutilized the remainder of the day with all the negatives described above.

Periods of LOS "F" at a few intersections during peak hour tends to encourage alternate forms of transportation, ride-sharing and transit usage. In addition residents are encouraged to work and shop closer to home with resulting benefits to air quality. For the above reasons, County staff believes that this mitigation measure, at these three intersections, is not feasible and is at odds with the goals of the Specific Plan. Overall, the negatives, in staff's judgment, outweigh the benefits of a small reduction in travel delay. Some of the negative effects on pedestrian and bicycle circulation could be addressed by construction of connecting facilities, such as grade separated crossings for bicycle and pedestrian paths.

11. A substantial increase in the transit system serving the project site.

A robust transit service plan for the Specific Plan could help reduce traffic volumes on the roadway system serving the project site. The proposed Specific Plan states that "the Plan Area will include systems and facilities to promote public transit use" and would include the following:

- Bus rapid transit lanes will be dedicated on Watt Avenue from Baseline Road to the Specific Plan's southern limits and a transit center at Watt Avenue and Town Center Drive.

- Rights-of-way for a future streetcar system will be provided along the northern side of Town Center Drive, extending from the transit center on Watt Avenue to the Town Center, ending at 16th Street.

- An internal transit system will be planned and implemented as the project is constructed that connects the Village Centers with the Town Center and other areas as deemed appropriate.

- An ADA dial-a-ride service will be provided.

- Commuter service will be provided to downtown Sacramento.

- Placer Vineyards will participate in regional service with connection to light rail transit on Watt Avenue in Sacramento County, Regional University, Galleria Mall and other Regional Centers.

A detailed discussion of these services occurs under Impact 4.7-10. The ongoing operating cost for such a transit system would be substantial and the amount of funding that would be available for transit operations is uncertain. Placer County would receive some additional funding for transit services through its key existing funding source, Transportation Development Act (TDA), due to buildout of the Specific Plan area since these funds are based on population. However, additional TDA funds would only allow limited transit service to the Specific Plan area.

Due the uncertainty about transit operating fund, the Cumulative Plus Project scenario assumed that the Specific Plan area would have limited transit services. Additional transit services are identified under Impact 4.7-9. Those additional transit services are considered part of the Mitigated Transportation Network.

Based on the evaluation summarized above, a Cumulative Plus Project with Mitigated Transportation Network scenario was defined to include the following:

- Construction of Placer Parkway
- Extending Watt Avenue from the proposed Regional University development north to Blue Oaks Boulevard
- Widening of the Watt Avenue Extension to six lanes from Baseline Road to Pleasant Grove Road
- Widening PFE Road to four lanes between Watt Avenue and Walerga Road
- Widening Dyer Lane to six lanes near its intersection with Watt Avenue and its eastern intersection with Baseline Road
- Widening Locust Road south of 18th Street and Palladay Road south of Dyer Lane to four lanes.
- Additional transit services serving the project site, as discussed under Impact 4.7-9

A Project Study Report (PSR) for Placer Parkway was adopted by SACOG and the Placer County Transportation Planning Agency (PCTPA) in 2001. An ongoing environmental review process (Tier 1 EIS/EIR~~NEPA/CEQA~~) will evaluate a range of alternative alignments and will select a corridor so that right-of-way can be preserved. In the 8- to 10-mile area between Fiddyment Road and Pleasant Grove Road, the adopted Conceptual Plan for the Placer Parkway calls for no access to this facility except for a possible interchange at an extension of Watt Avenue. The Cumulative Plus Project with Mitigated Transportation Network scenario assumes that (1) Placer Parkway would be implemented along one of the five alignments under consideration in the ongoing PCTPA Tier 1 EIS/EIR process as shown on Figure 4.7-19~~the general alignment recommended in its adopted PSR~~ and (2) there is an interchange on Placer Parkway near the intersection of the Watt Avenue Extension and Blue Oaks Boulevard.

The Placer County Travel Demand Model was used to estimate and distribute traffic volumes under the Cumulative Plus Project with Mitigated Transportation Network scenario. Figure 4.7-

20 shows the average daily traffic volumes on unincorporated Placer County roadways within the study area under this scenario.

A roadway segment Level of Service analysis based on these daily traffic volumes is presented in Revised Table 4.7-28. The new and improved roadways parallel to Baseline Road, particularly Placer Parkway, would decrease the traffic volume on Baseline Road from the Sutter County line to Fiddyment Road. The Mitigated Transportation Network would improve the Level of Service on all segments of Baseline Road under the Cumulative Plus Project conditions. With the Mitigated Transportation Network, only the following two segments of Baseline Road would operate at LOS "D" conditions and thus would not meet the County's General Plan standard but do meet the Specific Plan standards and are therefore considered acceptable:

- Baseline Road between 12th Street and Watt Avenue
- Baseline Road between Dyer Lane East and Walerga Road

The Mitigated Transportation Network would decrease volumes on Walerga Road between Baseline Road and PFE Road, but this segment would continue to operate at LOS "F" conditions. The Mitigated Transportation Network would increase volumes on Watt Avenue between Baseline Road and PFE Road and continue to operate at LOS "F" conditions south of Dyer Lane.

This analysis indicates that the improvements included in the Mitigated Transportation Network would reduce traffic congestion on Placer County roadway segments under the Cumulative Plus Project scenario to the extent that roadway segments would operate at an acceptable level, and/or better than under Cumulative No Project conditions. As shown in Revised Table 4.7-28, the number of segments that would operate at LOS "D" or worse under the Mitigated Transportation Network would be substantially fewer than would occur under the No Project condition. Another combination of improvements that provided similar increases in east-west capacity (e.g., combinations that include widening Baseline Road to eight lanes) would have similar effects, although increases and decreases on specific segments would differ.

Revised Table 4.7-28
Roadway Segment Levels of Service – Unincorporated Placer County
Cumulative Plus Project With Mitigated Transportation Network Scenario

Roadway	Segment	Cumulative No Project			Cumulative Plus Project			Cumulative Plus Project With Mitigated Transportation Network		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Baseline Rd	East of County Line	4	39,300 ~~40,600~~	E ~~F~~	6	45,000 ~~46,900~~	C	6	35,000~~3~~ ~~7,300~~	B
Baseline Rd	East of Locust Rd	4	37,500 ~~37,400~~	E	6	45,100 ~~47,200~~	C	6	32,500~~3~~ ~~4,200~~	A
Baseline Rd	East of Brewer Rd	4	39,600 ~~39,100~~	E	6	45,500 ~~47,100~~	C	6	33,300~~3~~ ~~2,700~~	A
Baseline Rd	East of Palladay Rd	4	45,700 ~~43,100~~	F	6	50,200 ~~51,200~~	D	6	40,200~~4~~ ~~0,500~~	C ~~B~~
Baseline Rd	East of 16th Street	4	45,500 ~~42,900~~	F	6	49,500 ~~50,800~~	D	6	~~45,500~~4 0,600~~42,~~ ~~700~~	B ~~C~~
Baseline Rd	East of 12th Street	4	45,500 ~~42,900~~	F	6	56,000 ~~55,100~~	E	6	49,700~~4~~ ~~9,400~~	D
Baseline Rd	East of Watt Ave	6	48,500 ~~52,800~~	D ~~E~~	6	47,200 ~~50,500~~	D ~~E~~	6	42,900~~3~~ ~~8,700~~	C
Baseline Rd	East of Dyer Lane	6	36,600 ~~42,700~~	B ~~C~~	6	**50,200** ~~54,000~~	E	6	45,400~~4~~ ~~5,600~~	D
Walerga Rd	South of Baseline Rd	4	43,600 ~~42,300~~	F	4	38,600 ~~39,400~~	F	4	36,100~~3~~ ~~6,400~~	F
Walerga Rd	North of PFE Rd	4	43,300 ~~42,000~~	F	4	43,000 ~~43,600~~	F	4	41,400~~4~~ ~~2,000~~	F ~~F~~
Watt Ave	South of Baseline Rd	4	46,200 ~~61,100~~	F	6	42,000 ~~43,500~~	C ~~D~~	6	42,500~~4~~ ~~5,900~~	C ~~D~~
Watt Ave	South of Dyer Lane	4	46,200 ~~61,200~~	F	6	62,900 ~~64,300~~	F	6	64,300~~6~~ ~~6,400~~	F
PFE Rd	East of Watt Avenue	2	12,700 ~~9,300~~	C ~~A~~	2	14,300 ~~13,800~~	C	4	16,100~~1~~ ~~7,300~~	A
PFE Rd	East of Walerga Rd	2	17,900	E	2	16,300	E	2	14,100~~1~~	C

Revised Table 4.7-28
Roadway Segment Levels of Service – Unincorporated Placer County
Cumulative Plus Project With Mitigated Transportation Network Scenario

Roadway	Segment	Cumulative No Project			Cumulative Plus Project			Cumulative Plus Project With Mitigated Transportation Network		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
			~~17,200~~			~~16,600~~			~~4,300~~	
Locust Road	South of Baseline Rd	2	13,600	C	2	5,500	A	2	7,000	A
Locust Road	North of County Line	2	12,500	B	2	**17,100**	**E**	4	17,300	A
Palladay Rd	South of Baseline Rd	2	9,700	A	2	6,900	A	2	8,300	A
Palladay Rd	North of Dyer Lane	2	9,700	A	2	3,000	A	2	3,500	A
Palladay Road	North of County Line	2	10,200	A	2	**16,600**	**E**	4	16,500	A
Dyer Lane (West)	South of Baseline Rd				4	15,800 ~~18,900~~	A	4	15,700 ~~18,100~~	A
Dyer Lane	South of Town Center				4	7,300 ~~8,400~~	A	4	7,000 ~~8,900~~	A
Dyer Lane	West of 16th Street				4	20,300 ~~20,200~~	A	4	19,700 ~~19,900~~	A
Dyer Lane	West of Tanwood Ave				4	25,200 ~~30,300~~	B ~~D~~	4	23,700 ~~27,400~~	B ~~C~~
Dyer Lane	West of Watt Ave				4	32,300 ~~33,100~~	D ~~E~~	4	30,700 ~~31,300~~	D
Dyer Lane (East)	South of Baseline Rd				4	**35,400** **~~33,100~~**	**E**	4	31,300 ~~26,200~~	D ~~C~~
~~Palladay Rd~~	~~South of Baseline Rd~~				~~2~~	~~7,700~~	~~A~~	~~2~~	~~10,500~~	~~A~~
~~Palladay Rd~~	~~North of Dyer Lane~~				~~2~~	~~3,600~~	~~A~~	~~2~~	~~5,400~~	~~A~~
16th Street	South of Baseline Rd				4	5,600 ~~5,900~~	A	4	6,300 ~~7,800~~	A
16th Street	South of Dyer Lane				4	16,200 ~~22,300~~	A ~~B~~	4	16,300~~2~~ ~~2,400~~	A ~~B~~
14th Street	South of Baseline Rd				2	4,800 ~~4,700~~	A	2	5,900~~5,500~~	A
12th Street	South of Baseline Rd				4	5,900 ~~4,400~~	A	4	6,400 ~~5,100~~	A

Revised Table 4.7-28
Roadway Segment Levels of Service – Unincorporated Placer County
Cumulative Plus Project With Mitigated Transportation Network Scenario

Roadway	Segment	Cumulative No Project			Cumulative Plus Project			Cumulative Plus Project With Mitigated Transportation Network		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
A Street	East of Dyer Lane				2	2,600 ~~3,900~~	A	2	2,100 ~~2,800~~	A
A Street	West of 16th Street				2	5,000 ~~5,600~~	A	2	4,500 ~~4,700~~	A
A Street	West of Tanwood Ave				2	4,200 ~~4,800~~	A	2	3,700 ~~3,900~~	A
A Street	West of Watt Ave				4	27,800 ~~26,100~~	C	4	22,400~~2~~ ~~0,300~~	~~A~~ B
A Street	West of Dyer Lane				2	4,600 ~~4,900~~	A	2	4,100 ~~3,600~~	A
Town Center Drive	East of Dyer Lane (W)				2	4,600 ~~4,400~~	A	2	4,000 ~~3,800~~	A
Town Center Drive	West of 16th Street				2	3,200 ~~4,400~~	A	2	2,700~~3,2~~ ~~00~~	A
Town Center Drive	West of Tanwood Ave				2	11,100 ~~11,600~~	B	2	9,600~~9,9~~ ~~00~~	A
Town Center Drive	West of Watt Ave				2	12,300 ~~12,800~~	B ~~C~~	2	11,100~~1~~ ~~0,900~~	B
Town Center Drive	West of Dyer Lane (E)				2	2,400 ~~3,000~~	A	2	1,700 ~~2,000~~	A
Town Center Drive	West of Walerga Rd				2	8,800 ~~10,300~~	A	2	7,400~~7,7~~ ~~00~~	A

Notes: ADT = average daily traffic. Significant impacts are highlighted in bold letters.
Source: DKS Associates, ~~2005~~2006.

4.7-I3 Buildout of the Specific Plan under Cumulative Plus Project conditions would increase peak hour traffic volumes on study area intersections in unincorporated Placer County.

The proposed Specific Plan provides typical cross-sections for the roadways within the Specific Plan area. Additional right-of-way is typically provided near major intersections on arterial and collector roadways to accommodate additional turn lanes.

A planning level signal warrant analysis was conducted under the Cumulative Plus Project conditions to define the locations where traffic signals should be assumed. This analysis indicates the following intersections should be signalized by 2025:

- Locust Road and Baseline Road
- Brewer Road and Baseline Road
- Palladay Road and Baseline Road
- 16th Street and Baseline Road
- 14th Street and Baseline Road
- 12th Street and Baseline Road
- 11th Street and Baseline Road
- Dyer Lane and Baseline Road
- 9th Street and Baseline Road
- West Dyer Lane and A Street
- 12th Street and A Street
- Watt Avenue and A Street
- West Dyer Lane and Town Center Drive
- Watt Avenue and Town Center Drive
- East Dyer Lane and Town Center Drive
- Walerga Road and Town Center Drive
- Watt Avenue and Oak Street
- 18th Street and Dyer Lane
- 16th Street and Dyer Lane
- Tanwood Avenue and Dyer Lane
- Watt Avenue and Dyer Lane
- Cook Riolo Road and PFE Road

The intersections of Palladay Road with A Street, 16th Street with A Street, and 14th Street with A Street are analyzed as stop-sign controlled intersections even though the Specific Plan calls for traffic signals because traffic signals were not warranted under Cumulative Plus Project conditions.

Figure 4.7-4 shows the key study area intersections in unincorporated Placer County. Revised Table 4.7-29 presents the intersection Level of Service analysis at these intersections for the p.m. peak hour under Cumulative Plus Project conditions. The traffic volumes and lane geometry at each intersection in Revised Table 4.7-29 are shown in Appendix I. This analysis indicates that development of the Specific Plan under Cumulative Plus Project conditions would increase congestion at a number of locations throughout the study area. The following segments are

projected to degrade from acceptable to unacceptable levels with the project and/or are new segments that would operate at unacceptable levels.

a. Level of Service at the intersection of Walerga Road and PFE Road would remain~~degrade from~~ LOS "F" and would become worse~~(V/C 1.4442) to LOS "F" (V/C 1.6862)~~.

~~b. Level of Service at the intersection of Cook Riolo Road and PFE Road would degrade from LOS "F" (Delay 303) to LOS "F" (Delay 319).~~

~~c.~~ b. Level of Service at the intersection of Dyer Lane and Baseline Road would degrade from LOS "D" to LOS "F" under the assumed geometry.

~~d. Level of Service at the intersection of 9th Street and Baseline Road would degrade from LOS "D" to LOS "F" under the assumed geometry.~~

~~e.~~ c. The new intersection of Watt Avenue and Dyer Lane would operate at LOS "F" conditions under the assumed geometry.

~~f.~~ d. The new intersection of Walerga Road and East Town Center Drive would operate at LOS "F" conditions under the assumed geometry.

Because one or more intersections would degrade from acceptable to unacceptable levels, the increase in traffic congestion is considered ***a significant impact.***

Revised Table 4.7-29
P.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County
Cumulative Plus Project Conditions

Intersection			Cumulative No Project Alternative			Cumulative Plus Project Conditions		
				LOS Criteria			LOS Criteria	
	North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
1	Locust Road	Baseline Road	F	1.~~04~~08		E	0.~~91~~93	
2	Brewer Road	Baseline Road	~~F~~ E	~~1.02~~0.94		D	0.90	
3	Watt Avenue	Baseline Road	F	1.~~53~~26		F	1.~~12~~11	
4	Fiddyment Road	Baseline Road	F	1.~~16~~12		F	1.~~20~~16	
5	Watt Avenue	PFE Road	E	0.~~92~~93		~~C~~ B	0.~~74~~70	
6	Walerga Road	PFE Road	F	1.~~44~~42		**F**	**1.~~68~~62**	
7	Cook Riolo Road	PFE Road	F	1.44	~~303.2~~	F	1.37	~~319.4~~
8	Palladay Road	Baseline Road				C	0.~~77~~75	
9	16th Street	Baseline Road				C	0.~~78~~76	
10	14th Street	Baseline Road				D	0.~~86~~85	
11	12th Street	Baseline Road				D	0.~~87~~89	
12	11th Street	Baseline Road				D	0.~~89~~87	
13	East Dyer Lane	Baseline Road	D	0.~~89~~84		**F**	**1.~~06~~04**	
14	9th Street	Baseline Road	~~D~~ A	0.~~86~~59		~~F~~ D	~~1.07~~0.84	
15	West Dyer Lane	A Street				A	0.~~47~~44	

Revised Table 4.7-29
P.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County
Cumulative Plus Project Conditions

Intersection			Cumulative No Project Alternative			Cumulative Plus Project Conditions		
	North-South Roadway	East-West Roadway	Level of Service	LOS Criteria: Signalized Intersection (V/C Ratio)	LOS Criteria: Unsignalized Intersection (Delay)[1]	Level of Service	LOS Criteria: Signalized Intersection (V/C Ratio)	LOS Criteria: Unsignalized Intersection (Delay)[1]
16	Palladay Road	A Street				B		~~11.6~~10.3
17	16th Street	A Street				B		~~13.0~~11.9
18	14th Street	A Street				B		~~14.3~~12.6
19	12th Street	A Street				B	0.~~61~~65	
20	Watt Avenue	A Street				~~D~~ C	0.~~81~~78	
21	West Dyer Lane	Town Center				~~B~~ A	0.~~63~~54	
22	Watt Avenue	Town Center				B	0.66	
23	East Dyer Lane	Town Center				B ~~C~~	0.65~~0.71~~	
24	Walerga Road	Town Center				**F**	**1.~~09~~07**	
25	Watt Avenue	Oak Street				~~B~~A	0.~~68~~56	
26	18th Street	Dyer Lane				A	0.~~47~~41	
27	16th Street	Dyer Lane				**~~D~~B**	0.~~83~~66	
28	Tanwood Avenue	Dyer Lane				~~B~~C	0.~~61~~79	
29	Watt Avenue	Dyer Lane				**F**	**1.~~06~~06**	
~~30~~	~~Watt Avenue~~	~~West Side Dr~~	~~F~~	~~1.17~~		~~F~~	~~1.17~~	

Notes: "Blank" = Intersection does not exist under this scenario. Significant impacts are highlighted in bold letters. Intersection numbers refer to Figure 4.7-4.
[1] Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.
Source: DKS Associates, ~~2005~~2006

Mitigation Measures

Implementation of the following measure would reduce the project contribution to cumulative traffic congestion by providing funding for improvements to the County transportation network. A combination of improvements would be needed to mitigate cumulative traffic impacts, and not all of these improvements are within the jurisdiction of Placer County (e.g., Placer Parkway). Furthermore, there may not be feasible improvements for some intersections. In addition, the best combination of improvements depends on the size, nature and timing of development and transportation improvements in Placer County, City of Roseville, Sacramento County and other jurisdiction. The County will continue to coordinate with these jurisdictions, but the specific set of improvements that will ultimately be constructed cannot be identified at this time. For these reasons, this impact would remain ***significant and unavoidable.***

4.7-13a *Implement Mitigation Measure 4.7-2a.*

4.7-13b *Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the following improvements:*

i. A third northbound and southbound through lane, a second eastbound and westbound through lane, a second northbound, an eastbound and westbound left

turn lane and a free eastbound right turn lane to improve the intersection of Walerga Road and PFE Road to LOS "~~E~~F" (V/C ~~0.97~~1.19).

ii. A third northbound and southbound through lane to improve the intersection of Walerga Road and Town Center Drive to LOS "~~F~~C" (V/C ~~1.29~~0.73).

~~*iii.Make the eastbound right turn lane a free right turn to improve the intersection of Watt Avenue and Dyer Lane to LOS "F" (V/C 1.05).*~~

Mitigation Measure 4.7-2a requires that the proposed project contribute its fair share toward roadway improvements in Placer County by constructing the improvements (and being reimbursed for costs beyond the project share) or paying fees collected for improvements in Placer County. In order to evaluate the potential for such improvements to reduce traffic congestion in the study area, a Mitigated Transportation Network (shown in Figure 4.7-19) was identified and modeled. The Mitigated Transportation Network includes construction of Placer Parkway, widening of some existing or planned roadways and intersections and improvements to transit service. As Revised Table 4.7-30 shows, the Mitigated Transportation Network would reduce the number of intersections that would operate at unacceptable levels, and would reduce the severity of the impacts at other locations. In some cases, congestion at an intersection would increase.

As indicated below, ~~two~~ four intersections would continue to operate at unacceptable levels under the Cumulative Plus Project with Mitigated Transportation Network scenario. However, with the exception of the intersection of Walerga Road and ~~East Town Center Drive~~PFE Road, operations would improve as a result of the enhanced roadway network.

a. Level of Service at the intersection of Walerga Road and PFE Road would degrade from LOS "F" (V/C 1.42) to LOS "F" (V/C 1.63).

b. Level of Service at the intersection of Dyer Lane and Baseline Road would degrade from LOS "D" to LOS "E" under the assumed geometry.

c. The new intersection of Walerga Road and Town Center Drive would operate at LOS "F" conditions under the assumed geometry.

b. The new intersection of Watt Avenue and Dyer Lane would operate at LOS "F" conditions under the assumed geometry.

Implementation of the improvements identified in Mitigation Measure 4.7-13b would improve operations at ~~three~~ two of these intersections. These improvements would likely be necessary regardless of which combination of improvements is funded and/or constructed by the proposed project.

Revised Table 4.7-30
PM Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County
Cumulative Plus Project with Mitigated Transportation Network Scenario

Intersection		Cumulative No Project Alternative			Cumulative Plus Project			Cumulative Plus Project with Mitigated Transportation Network		
			LOS Criteria			LOS Criteria			LOS Criteria	
North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
1 Locust Road	Baseline Road	F	1.08~~1.04~~		E	0.93~~0.91~~		C	0.~~77~~74	
2 Brewer Road	Baseline Road	E ~~F~~	0.94~~1.02~~		D	0.9		~~C~~ B	0.~~72~~68	
3 Watt Avenue	Baseline Road	F	1.26~~1.53~~		F	1.11~~1.12~~		F	1.~~16~~05	
4 Fiddyment Road	Baseline Road	F	1.12~~1.16~~		F	1.16~~1.2~~		F	1.~~1~~04	
5 Watt Avenue	PFE Road	E	0.93~~0.92~~		B ~~C~~	0.70~~0.74~~		~~D~~ C	0.~~8~~73	
6 Walerga Road	PFE Road	F	1.42~~1.44~~		**F**	**1.62~~1.68~~**		**F**	**1.~~7~~63**	
7 Cook Riolo Road	PFE Road	F	1.44	~~303.2~~	F	1.37-	**~~319.4~~**	F	1.30	~~284.5~~
8 Palladay Road	Baseline Road				C	0.75~~0.77~~		C	0.~~74~~69	
9 16th Avenue	Baseline Road				C	0.76~~0.78~~		C	0.~~7~~67	
10 14th Avenue	Baseline Road				D	0.85~~0.86~~		C	0.~~78~~79	
11 12th Avenue	Baseline Road				D	0.89~~0.87~~		D	0.~~84~~85	
12 11th Avenue	Baseline Road				D	0.87~~0.89~~		D	0.~~81~~84	
13 East Dyer Lane	Baseline Road	D	0.84~~0.89~~		**F**	**1.04~~1.06~~**		**~~D~~ E**	**0.~~85~~93**	
14 9th Avenue	Baseline Road	A ~~D~~	0.59~~0.86~~		D ~~F~~	0.84~~**1.07**~~		~~D~~ B	0.~~9~~70	
15 West Dyer Lane	"A" Street				A	0.44~~0.47~~		A	0.~~45~~39	
16 Palladay Road	"A" Street				B	-	10.3~~11.6~~	B		~~11.9~~10.7
17 16th Avenue	"A" Street				B	-	11.9~~13~~	B		~~12.4~~11.1
18 14th Avenue	"A" Street				B	-	12.6~~14.3~~	B		10.~~3~~0
19 12th Avenue	"A" Street				B	0.65~~0.61~~		A	0.~~44~~53	
20 Watt Avenue	"A" Street				C ~~D~~	0.78~~0.81~~		C	0.~~79~~76	
21 West Dyer Lane	Town Center				A ~~B~~	0.54~~0.63~~		~~B~~ A	0.~~67~~53	
22 Watt Avenue	Town Center				B	0.66		B	0.~~7~~66	
23 East Dyer Lane	Town Center				B ~~C~~	0.65~~0.71~~		A	0.~~47~~57	

Revised Table 4.7-30
PM Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County
Cumulative Plus Project with Mitigated Transportation Network Scenario

Intersection		Cumulative No Project Alternative			Cumulative Plus Project			Cumulative Plus Project with Mitigated Transportation Network		
			LOS Criteria			LOS Criteria			LOS Criteria	
North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
24 Walerga Rd	Town Center				**F**	**1.07~~1.09~~**		**F**	**1.~~01~~03**	
25 Watt Avenue	Oak Street				A~~B~~	0.56~~0.68~~		~~B~~A	0.~~62~~56	-
26 18th Avenue	Dyer Lane				A	0.41~~0.47~~		A	0.~~36~~35	
27 16th Avenue	Dyer Lane				**B~~D~~**	0.66~~0.83~~		~~C~~B	0.~~78~~60	
28 Tanwood Avenue	Dyer Lane				C~~B~~	0.79~~0.61~~		A	0.~~59~~54	
29 Watt Avenue	Dyer Lane				**F**	**1.06~~1.06~~**		**F**	**1.~~1~~06**	
~~29 Watt Avenue~~	~~West Side Dr~~	~~F~~	~~1.17~~		~~F~~	~~1.17~~	-	~~F~~	~~1.19~~	-

Notes: "Blank" = Intersection does not exist under this scenario. Significant impacts are highlighted in bold letters. Intersection numbers refer to Figure 4.7-4.
[1] Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.
Source: DKS Associates, ~~2005~~2006

As discussed under Mitigation Measure 4.7-12, additional improvements, such as third left turn lanes and four through lanes, could be constructed at intersections that would operate at LOS "F" even with the Mitigated Transportation Network. In some cases this could improve LOS to "E". County staff does not recommend that these extraordinary improvements be included in the package of feasible mitigations, for the reasons discussed under Mitigation Measure 4.7-12.

An alternative would be to retain the flexibility to consider such super-intersections in the future. A condition could be set requiring the project to reserve future rights-of-way for the additional width that would be needed to accommodate additional lanes. Such right-of-way could be used for landscaping until such time, if ever, it is needed for pavement.

4.7-I4 Buildout of the Specific Plan under Cumulative Plus Project conditions would increase peak hour traffic volumes on study area intersections in the City of Roseville.

There are no new impacts to intersections in the City of Roseville.

4.7-I5 Buildout of the Specific Plan under Cumulative Plus Project conditions would increase daily traffic volumes on study area roadways in Sacramento County.

Figure 4.7-22 shows the average daily traffic volumes on Sacramento County roadways within the study area under Cumulative Plus Project conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 4.7-34. This analysis indicates that full development of the Specific Plan area under Cumulative Plus Project conditions would increase congestion on the following Sacramento County roadway segments that would already operate at LOS "F" and/or cause the segment to operate at LOS "F":

a. **Level of Service on the four-lane segment of Watt Avenue from the Placer County line to Antelope Road would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.**

b. **Level of Service on the four-lane segment of Watt Avenue from the Antelope Road to Elkhorn Boulevard would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.**

c. **Level of Service on the four-lane segment of Walerga Road from the Placer County line to ~~Antelope~~ Elverta Road would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.**

d. **Level of Service on the 2-lane segment of Sorento Road from the Placer County line to Elverta Road would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.**

e. **Level of Service on the two-lane segment of Elwyn Avenue from the Placer County line to Elverta Road would degrade from LOS "E" to LOS "F."**

f. Level of Service on the two-lane segment of 16th Street from the Placer County line to Elverta Road would degrade from LOS "~~E~~A" to LOS "F."

g. Level of Service on the two-lane segment of Dry Creek Road from U Street to Ascot Avenue would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

This is considered a ***significant impact.***

Revised Table 4.7-34
Roadway Segment Levels of Service – Sacramento County
Cumulative Plus Project Conditions

Roadway	Segment	Cumulative No Project Alternative			Cumulative Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Elverta Rd	East of Hwy 70/99	4	21,600 ~~24,300~~	A ~~B~~	4	24,900 ~~26,200~~	B ~~C~~
Elverta Rd	East of Rio Linda Blvd	4	31,500 ~~34,100~~	D ~~E~~	4	32,300 ~~32,200~~	D ~~D~~
Elverta Rd	East of 16th Street	4	28,100 ~~26,700~~	C	4	27,800 ~~28,400~~	C
Elverta Rd	West of Watt Ave	4	35,000 ~~34,200~~	E	4	34,100 ~~34,900~~	E
Watt Ave	North of Elverta Rd	4	56,500 ~~58,700~~	F	4	**63,100** **~~64,500~~**	**F**
Watt Ave	North of Antelope Rd	4	42,400 ~~44,100~~	F	4	**45,800** **~~46,300~~**	**F**
Watt Ave	North of Elkhorn Blvd	6	65,700 ~~67,900~~	F	6	**68,800** **~~70,100~~**	**F**
Watt Ave	North of Don Julio Blvd	6	61,100 ~~62,200~~	F	6	63,300 ~~64,300~~	F
Watt Ave	North of Airbase Dr	6	64,200 ~~65,200~~	F	6	65,600 ~~67,000~~	F
Watt Ave	North of Roseville Rd	6	62,100	F	6	62,200	F
Watt Ave	North of I-80	6	86,200	F	6	86,100	F
Walerga Rd	North of Elverta Rd	4	45,000 ~~44,700~~	F	4	**46,900** **~~47,300~~**	**F**
Walerga Rd	North of Antelope Rd	4	44,800 ~~44,700~~	F	4	46,200 ~~46,500~~	F
Walerga Rd	North of Elkhorn Blvd	4	34,400 ~~34,800~~	E	4	35,300 ~~35,300~~	E
Sorento Road	North of Elverta Road	2	18,500	F	2	**19,500**	**F**
Elwyn Road	North of Elverta Road	2	16,800	E	2	**19,900**	**F**
Palladay Road	North of Elverta Road	2	10,200	A	2	16,600	E
16th Street	North of Elverta Rd	2	9,000	A	2	**22,300**	**F**
16th Street	South of Elverta Rd	2	7,000	A	2	12,900	C
Dry Creek Road	North of Elkhorn Blvd	2	18,100	F	2	**23,300**	**F**

Revised Table 4.7-34 Roadway Segment Levels of Service – Sacramento County Cumulative Plus Project Conditions							
Roadway	Segment	Cumulative No Project Alternative			Cumulative Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Dry Creek Road	South of Elkhorn Blvd	2	21,000	F	2	**25,700**	**F**
~~Elkhorn Road~~Elkhorn Boulevard	East of Watt Avenue	6	46,800	D	6	47,000	D
~~Elkhorn Road~~Elkhorn Boulevard~~16th Street~~	East of Walerga Rd~~North of Elverta Rd~~	6~~2~~	78,400~~17,100~~	F~~E~~	6~~2~~	80,400~~22,400~~	F
Note: ADT = average daily traffic. Significant impacts are highlighted in bold letters. Source: DKS Associates, ~~2005~~2006.							

Mitigation Measure

Implementation of the following mitigation measures would reduce the project contribution to cumulative traffic in Sacramento County to a *less than significant level* by providing funding for improvements on the identified segments. Placer County can collect the fees identified in Mitigation Measure 4.7-15, but cannot compel Sacramento County to collect funds and/or construct the improvements identified in its jurisdiction. If the identified improvements are not made, this impact would remain *significant and unavoidable.*

4.7-15a *Implement Mitigation Measure 4.7-2a.*

4.7-15b *Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the following improvements in Sacramento County:*

1. *Widen Watt Avenue to six lanes from the Placer County line to Antelope Road, to reduce the V/C from 1.~~79~~ 75 to 1.~~19~~ 17 (LOS "F").*

2. *Widen Watt Avenue to eight lanes from Antelope Road to Elkhorn Blvd, to provide LOS "E".*

3. *Widen Sorento Road to four lanes from the Placer County line to Elverta Road, to provide LOS "A".*

4. *Widen Elwyn Avenue to four lanes from the Placer County line to Elverta Road, to provide LOS "A".*

5. *Widen 16th Street to four lanes from the Placer County line to Elverta Road, to provide LOS "B" ~~(V/C 0.62)~~.*

6. *Widen Dry Creek Road to four lanes from the U Street to Ascot Avenue, to provide LOS "C".*

Sacramento County has recognized that traffic congestion will increase on Watt Avenue and it was one the corridors they evaluated in the *Mobility Strategies for County Corridors* (September, 2004). A number of possible strategies were considered for Watt Avenue south of Antelope Road, including widening Watt Avenue to eight lanes (three SOV and one HOV/BRT lanes in each direction) or creation of a one-way couplet. There is insufficient right-of-way along Walerga Road south of the Sacramento County line to widen it to six lanes, so no mitigation is proposed for that segment.

4.7-I6 Buildout of the Specific Plan under Cumulative Plus Project conditions would increase peak hour traffic volumes on study area intersections in Sacramento County.

Figure 4.7-8 shows the key study area intersections in Sacramento County. Revised Tables 4.7-35 and 4.7-36 present the intersection Level of Service analysis at these intersections for the a.m. and p.m. peak hours under Cumulative Plus Project conditions. The traffic volumes and lane geometry at each intersection in Revised Tables 4.7-35 and 4.7-36 are shown in Appendix I. This analysis indicates that development of the Specific Plan under Cumulative Plus Project conditions would increase congestion at the study area intersections in Sacramento County to the extent that the following intersections would operate at an unacceptable Level of Service and/or already operate at an unacceptable level and would become more congested.

a. Level of Service at the intersection of Sorento Road and Elverta Road would degrade from LOS "F" (V/C 1.13) to LOS "F" (V/C 1.26) during the a.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

b. Level of Service at the intersection of Elwyn Avenue and Elverta Road would degrade from LOS "F" (V/C 1.01) to LOS "F" (V/C 1.16) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

c. Level of Service at the intersection of Palladay Road and Elverta Road would degrade from LOS "F" (V/C 1.16) to LOS "F" (V/C 1.34) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

d. Level of Service at the intersection of 16th Street and Elverta Road would degrade from LOS "B~~D~~" to LOS "F" during the a.m. peak hour and LOS "D" to LOS "F" during the p.m. peak hour.

e. Level of Service at the intersection of Watt Avenue and Elverta Road would degrade from ~~LOS "F" (V/C 1.15) to LOS "F" (V/C 1.22) during the a.m. peak hour and from~~ LOS "F" (V/C 1.~~12~~11) to LOS "F" (V/C 1.~~30~~28) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

f. Level of Service at the intersection of Walerga Road and Elverta Road would degrade from LOS "F" (V/C 1.~~31~~33) to LOS "F" (V/C 1.~~36~~38) during the ~~p~~a.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

g. Level of Service at the intersection of Watt Avenue and Antelope Road would degrade ~~from LOS "F" (V/C 1.11) to LOS "F" (V/C 1.22) during the a.m. peak hour and~~ from LOS "E" (V/C 0.95) to LOS "F" (V/C 1.00) during the p.m. peak hour~~, which increases the volume-to-capacity ratio by more than 0.05~~.

h. Level of Service at the intersection of Dry Creek Road and Elkhorn Boulevard would degrade from LOS "F" (V/C 1.25) to LOS "F" (V/C 1.37) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

~~e. Level of Service at the intersection of Walerga Road and Antelope Road would degrade from LOS "F" (V/C 1.03) to LOS "F" (V/C 1.09) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.~~

i. Level of Service at the intersection of Watt Avenue and Elkhorn Boulevard would degrade from LOS "F" (V/C 1.02) to LOS "F" (V/C 1.07) during the a.m. peak hour and from LOS "F" (V/C 1.~~26~~22) to LOS "F" (V/C 1.~~34~~28) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

j. Level of Service at the intersection of Walerga Road and Elkhorn Boulevard would degrade from LOS "E" (V/C 0.94) to LOS "F" (V/C 1.02) during the p.m. peak hour.

k. Level of Service at the intersection of Watt Avenue and Air Base Drive would degrade from LOS "F" (V/C 1.~~41~~31) to LOS "F" (V/C 1.~~47~~36) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

l. Level of Service at the intersection of Watt Avenue and Roseville Road would degrade from LOS "F" (V/C 1.~~32~~34) to LOS "F" (V/C 1.~~52~~55) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

This is considered a ***significant impact.***

Revised Table 4.7-35
A.M. Peak Hour Levels of Service at Study Intersections – Sacramento County
Cumulative Plus Project Conditions

Intersection		Cumulative No Project Alternative			Cumulative Plus Project Conditions		
		Level of Service	LOS Criteria		Level of Service	LOS Criteria	
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)	Signalized Intersection (Delay)		Signalized Intersection (V/C Ratio)	Signalized Intersection (Delay)
1A Hwy 70/99 SB	Elverta Rd	C		20.~~9~~1	C		~~22.4~~21.3
1B Hwy 70/99 NB	Elverta Rd	A		1.~~5~~9	B		17.~~6~~3
2 Sorento Rd	Elverta Road	F	1.13		**F**	**1.26**	
3 Elwyn Ave	Elverta Road	F	1.03		E	0.97	

Revised Table 4.7-35
A.M. Peak Hour Levels of Service at Study Intersections – Sacramento County
Cumulative Plus Project Conditions

Intersection		Cumulative No Project Alternative			Cumulative Plus Project Conditions		
		Level of Service	LOS Criteria		Level of Service	LOS Criteria	
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)	Signalized Intersection (Delay)		Signalized Intersection (V/C Ratio)	Signalized Intersection (Delay)
4 Palladay Rd	Elverta Road	E	0.99		E	0.91	
~~2~~ 5 16th Street	Elverta Rd	~~D~~ B	0.~~89~~64		**F**	**1.~~11~~04**	
~~3~~ 6 Watt Ave [1]	Elverta Rd	F	1.~~15~~12		F	1.~~22~~13	
~~4~~ 7 Walerga Rd	Elverta Rd	F	1.~~38~~33		**F**	**1.~~42~~38**	
~~5~~ 8 Watt Ave	Antelope Rd	~~F~~ E	~~1.11~~0.92		~~F~~ E	~~1.22~~0.99	
~~6~~ 9 Walerga Rd	Antelope Rd	D	0.~~89~~80		~~E~~ D	0.~~93~~87	
10 Dry Creek	Elkhorn Blvd	B	0.61		B	0.69	
~~7~~ 11Watt Ave	Elkhorn Blvd	F	1.~~08~~02		**F**	**1.~~12~~07**	
~~8~~ 12 Walerga Rd	Elkhorn Blvd	~~D~~ C	0.~~83~~80		D	0.~~88~~82	
~~9~~ 13 Watt Ave	Don Julio Blvd	~~B~~ A	0.58~~62~~		~~B~~ C	0.~~64~~71	
~~10~~ 14 Watt Ave	Air Base Dr	C	0.~~79~~77		C	0.~~80~~79	
~~11~~ 15 Watt Ave	Roseville Rd	F	1.~~26~~32		F	1.~~22~~35	
~~12~~ 16 Watt Ave	I-80 WB	B		18.~~2~~3	B		18.~~8~~6

Notes: "Blank" = Intersection does not exist under this scenario. Significant impacts are highlighted in bold letters. Intersection numbers refer to Figure 4.7-8.
Note 1: Watt Avenue widens to six lanes at the Elverta Road intersection.
Source: DKS Associates, ~~2005~~2006

Revised Table 4.7-36
P.M. Peak Hour Levels of Service at Study Intersections – Sacramento County
Cumulative Plus Project Conditions

Intersection		Cumulative No Project Alternative			Cumulative Plus Project Conditions		
		Level of Service	LOS Criteria		Level of Service	LOS Criteria	
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)	Signalized Intersection (Delay)		Signalized Intersection (V/C Ratio)	Signalized Intersection (Delay)
1A Hwy 70/99 SB	Elverta Rd	C		23.3~~2.8~~	C		24.9~~6.2~~
1B Hwy 70/99 NB	Elverta Rd	~~B~~ A		9~~11~~.2	C		28.2~~7~~
2 Sorento Rd	Elverta Road	E	0.98		E	0.95	
3 Elwyn Ave	Elverta Road	F	1.01		**F**	**1.16**	
4 Palladay Rd	Elverta Road	F	1.16		**F**	**1.34**	
~~2~~ 5 16th Street	Elverta Rd	~~F~~ D	~~1.06~~0.84		**F**	**1.~~05~~06**	
~~3~~ 6 Watt Ave	Elverta Rd [1]	F	1.11~~2~~		**F**	**1.~~30~~28**	
~~4~~ 7 Walerga Rd	Elverta Rd	F	1.30~~1~~		F	1.32~~6~~	
~~5~~ 8 Watt Ave	Antelope Rd	E	0.95~~8~~		**F**	**1.0~~3~~0**	
~~6~~ 9 Walerga Rd	Antelope Rd	~~F~~ E	~~1.03~~0.95		~~F~~ E	~~1.09~~0.98	
10 Dry Creek	Elkhorn Blvd	F	1.25		**F**	**1.37**	
~~7~~ 11 Watt Ave	Elkhorn Blvd	F	1.22~~622~~		**F**	**1.~~34~~28**	
~~8~~ 12 Walerga Rd	Elkhorn Blvd	E	0.94~~6~~		~~E~~ **F**	**~~0.9~~1.02~~8~~**	
~~9~~ 13 Watt Ave	Don Julio Blvd	~~D~~ C	0.~~80~~74		~~D~~ C	0.78~~83~~	
~~10~~ 14 Watt Ave	Air Base Dr	F	1.3~~4~~1		**F**	**1.3~~4~~76**	
~~11~~ 15 Watt Ave	Roseville Rd	F	1.34~~2~~		**F**	**1.55~~52~~**	

Revised Table 4.7-36
P.M. Peak Hour Levels of Service at Study Intersections – Sacramento County
Cumulative Plus Project Conditions

Intersection		Cumulative No Project Alternative			Cumulative Plus Project Conditions		
		Level of Service	LOS Criteria		Level of Service	LOS Criteria	
North-South Roadway	East-West Roadway		Signalized Intersection (V/C Ratio)	Signalized Intersection (Delay)		Signalized Intersection (V/C Ratio)	Signalized Intersection (Delay)
~~12~~ 16 Watt Ave	I-80 WB	B		17.7~~8.8~~	~~C~~ B		~~23.8~~18.3

Notes: "Blank" = Intersection does not exist under this scenario. Significant impacts are highlighted in bold letters. Intersection numbers refer to Figure 4.7-8.
[1]Watt Avenue widens to six lanes at the Elverta Road intersection.
Source: DKS Associates, ~~2005~~2006

Mitigation Measure

Implementation of the following mitigation measures would reduce the project contribution to cumulative traffic at Sacramento County intersections to a *less than significant level*. Placer County can collect the fees identified in Mitigation Measure 4.7-16, but cannot compel the Sacramento County to collect funds and/or construct the improvements identified in this measure. If the identified improvements are not made, the intersections would continue to operate at an unacceptable level. Therefore, this impact is considered *significant and unavoidable.*

4.7-16a *Implement Mitigation Measure 4.7-2a.*

4.7-16b *Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the following improvements in Sacramento County:*

1. *Construct a second left turn lane on the eastbound approach to improve the intersection of Sorento Road and Elverta Road to LOS "F" conditions (V/C 1.11) during the a.m. peak hour.*

2. *Construct a second left turn lane on the eastbound approach to improve the intersection of Elwyn Avenue and Elverta Road to LOS "E" conditions (V/C 0.94) during the p.m. peak hour.*

3. *Construct a second left turn lane on the eastbound approach to improve the intersection of Palladay Road and Elverta Road to LOS "F" conditions (V/C 1.07) during the p.m. peak hour.*

4. *Construct a second through lane on the northbound and southbound approaches, and a right turn lane on the eastbound and westbound approaches to improve the intersection of 16th Street and Elverta Road to LOS "~~D~~B" conditions (V/C 0.~~85~~66) during the a.m. peak hour and to LOS "~~D~~C" conditions (V/C 0.~~81~~77) during the p.m. peak hour.*

~~2~~5. Construct a third through lane on the eastbound and westbound approaches at the Watt Avenue and Elverta Road intersection to provide LOS "F" conditions (V/C 1.~~14~~11) during the p.m. peak hour.

~~3~~6. Construct a third through lane on the northbound and southbound approaches at the Walerga Road and Elverta Road intersection to provide LOS "F" conditions (V/C 1.~~07~~16) during the ~~p~~a.m. peak hour.

~~4~~7. Construct a third through lane on the northbound and southbound approaches, and second left turn lane on the westbound approach at the Watt Avenue and Antelope Road intersection to provide LOS "C" (V/C 0.80) conditions during the p.m. peak hour.

8. Construct a second through lane on the northbound approach~~e~~ at the Dry Creek Road and Elkhorn Boulevard intersection to provide LOS "E" conditions (V/C 0.99) during the p.m. peak hour.

~~5. Construct a third through lane on the northbound and southbound approaches at the Walerga Road and Antelope Road intersection to provide LOS "E" conditions during the p.m. peak hour.~~

~~9~~6. Construct a fourth through lane on the northbound and southbound approaches at the Watt Avenue and Elkhorn Boulevard intersection to provide LOS "E" (V/C 0.94) in the a.m. peak hour and LOS "F" conditions (V/C 1.~~19~~14) during the p.m. peak hour.

10. Construct a second left turn lane and a second right turn lane on the westbound approach at the Walerga Road and Elkhorn Boulevard intersection to provide LOS "E" conditions (V/C 0.94) during the p.m. peak hour.

11~~7~~.Construct a third through lane on the northbound approach and a second westbound right turn lane at the Watt Avenue and Air Base Drive intersection to provide LOS "E" conditions (V/C 0.~~96~~91) during the p.m. peak hour.

12~~8~~.Construct a second left turn lane on the westbound approach at the Watt Avenue and Roseville Road intersection to provide LOS "F" conditions (V/C 1.~~22~~24) during the p.m. peak hour.

4.7-I7 Buildout of the Specific Plan under Cumulative Plus Project conditions would increase peak hour traffic volumes on study area roadways in Sutter County.

Under Cumulative No Project conditions, about half of the potential 17,500 dwelling units that could be constructed in the South Sutter County Specific Plan area under the County's recently passed Measure M were assumed. That level of development would require improvements to local roadways, including Riego Road. Under Cumulative No Project conditions, those improvements contained in SACOG's MTP were assumed, including an interchange at Riego

Road and Hwy 70/99, and the widening of Riego Road from two lanes to six lanes from Hwy 70/99 to the Placer County line. Federal and State regulations require that the MTP be financially constrained and contain a set of transportation improvements that have realistic funding sources. The MTP assumed that improvements to Riego Road and other roadways in south Sutter County would be funded primarily by development in that area.

Figure 4.7-22 shows the average daily traffic volumes on Sutter County roadways within the study area under Cumulative Plus Project conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 4.7-37. This analysis indicates that full development of the Specific Plan under Cumulative Plus Project conditions would increase congestion at the roadway segments in Sutter County shown in Revised Table 4.7-37~~, which already operates at an unacceptable level~~. Because Pleasant Grove Road ~~the study intersection~~~~roadway segment~~ would operate at an acceptable LOS "~~D~~F", this impact is considered a ***significant impact*** ~~***and unavoidable less than significant***~~.

Revised Table 4.7-37
Roadway Segment Levels of Service – Sutter County
Cumulative Plus Project Conditions

Roadway	Segment	Cumulative No Project Alternative			Cumulative Plus Project Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS
Riego Rd	East of Hwy 70/99	6	~~36,500~~37,600	B ~~B~~	6	44,600~~44,800~~	D~~D~~
Pleasant Grove Road	North of Sacramento County line	2	18,200	F	2	**19,100**	**F**

Note: ADT = average daily traffic
Source: DKS Associates, ~~2005~~2006.

Mitigation Measures

Implementation of the following mitigation measures would reduce the project contribution to the identified roadway segment to a *less than significant level*. Placer County can collect the fees identified in Mitigation Measure 4.7-17, but cannot compel Sutter County to collect funds and/or construct the improvements identified in this measure. If the identified improvements are not made, the roadway segment would continue to operate at an unacceptable level. Therefore, this impact is considered *significant and unavoidable.*

4.7-17a *Implement Mitigation Measure 4.7-2a.*

4.7-17b *Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the following improvements in Sutter County:*

1. *Widen Pleasant Grove Road to four lanes from Riego Road to the Sacramento~~Placer~~ County line~~, to provide LOS "A")~~.*

4.7-I8 Buildout of the Specific Plan under Cumulative Plus Project conditions would increase peak hour traffic volumes on study area intersections in Sutter County.

There are no new significant impacts on Sutter County i~~I~~ntersections.
~~No mitigation measures are required.~~

4.7-I9 Buildout of the Specific Plan under Cumulative Plus Project conditions would increase peak hour traffic volumes on study area roadways that are part of the state highway system.

Figure 4.7-22 shows the average daily traffic volumes on Caltrans freeways within the study area under Cumulative Plus Project conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 4.7-39. This analysis indicates that full development of the Specific Plan under Cumulative Plus Project conditions would increase congestion on the following state highway segments that would operate at LOS "F" without the project:

a. **Level of Service on the four-lane segment of Hwy 70/99 from ~~Sankey~~ Riego Road to Elkhorn Boulevard would continue to operate at LOS "F" conditions and the volume would increase.**

b. **Level of Service on the four-lane segment of Hwy 65 from Blue Oaks Boulevard to Galleria Boulevard would continue to operate at LOS "F" conditions and the volume would increase.**

c. **Level of Service on the ten-lane segment of Interstate 80 from Longview Drive to Watt Avenue would continue to operate at LOS "F" conditions and the volume would increase.**

d. **Level of Service on the eight-lane segment of Interstate 80 from Antelope Road to Douglas Boulevard would continue to operate at LOS "F" conditions and the volume would increase.**

e. **Level of Service on the twelve-lane segment of Interstate 80 from Auburn Boulevard to Madison Avenue would continue to operate at LOS "F" conditions and the volume would increase.**

Because the proposed project would increase congestion on freeways already operating at LOS "F", this is considered a ***significant impact.***

Revised Table 4.7-39 Freeway Segment Levels of Service – State Highways Cumulative Plus Project Conditions							
Roadway	Segment	Cumulative No Project Alternative			Cumulative Plus Project Conditions		
		Lanes[1]	ADT[2]	LOS	Lanes[1]	ADT[2]	LOS
Hwy 70/99	North of Riego Rd	4	68,600 ~~67,500~~	E ~~F~~	4	69,000 **~~68,000~~**	E ~~**F**~~
Hwy 70/99	South of Riego Rd	4	100,200 ~~95,600~~	F	4	**101,600** **~~98,500~~**	**F**
Hwy 70/99	South of Elverta Rd	4	96,000 ~~98,400~~	F	4	**98,700** **~~100,500~~**	**F**
Hwy 65	North of Pleasant Grove Blvd.	4	127,300 ~~128,500~~	F	4	**127,700** **~~129,000~~**	**F**
Hwy 65	South of Pleasant Grove Blvd.	4	127,200 ~~127,400~~	F	4	**128,100** **~~128,600~~**	**F**
I-80	West of Watt Ave	10	194,400 ~~196,400~~	F	10	**195,100** **~~198,300~~**	**F**
I-80	East of Auburn Blvd	12	307,700 ~~311,200~~	F	12	**308,200** **~~312,000~~**	**F**
I-80	West of Riverside Ave	8	241,200 ~~244,500~~	F	8	**243,400** **~~248,300~~**	**F**
I-80	East of Riverside Ave	8	246,600 ~~249,800~~	F	8	**247,600** **~~252,500~~**	**F**
Business 80	West of Watt Ave	6	155,000 ~~156,600~~	F	6	154,700 ~~156,000~~	F

Note 1: Excluding carpool lanes.
Note 2: ADT = average daily traffic, excluding HOV traffic
Source: DKS Associates, ~~2005~~2006.

Mitigation Measure

Implementation of the following mitigation measures would reduce the project contribution to traffic congestion on the state highway system to a *less than significant level*. Placer County can collect fees for the improvements below, but cannot compel Caltrans to construct the improvements. If the identified improvements are not made, this impact would remain *significant and unavoidable.*

4.7-19a *Implement Mitigation Measure 4.7-2a.*

4.7-19b *Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the following improvements on S~~s~~tate highway.*

1. *Widen Hwy 70/99 to six lanes from Riego~~Sankey~~ Road to Elkhorn Boulevard.*

2. *Widen Hwy 65 to six lanes from Blue Oak Boulevard to Galleria Boulevard.*

3. *Widen Interstate 80 to twelve lanes from Longview Drive to Watt Avenue.*

4. *Widen Interstate 80 to ten lanes from Antelope Road to Douglas Boulevard.*

5. *Consider construction of additional lanes on Interstate 80 from Auburn Boulevard to Madison Avenue or other improvements.*

4.7-20 Buildout of the Specific Plan under Cumulative Plus Project conditions would increase peak hour traffic volumes on study area intersections that are part of the state highway system.

There are no new significant impacts to S~~s~~tate highway intersections.

6.3.4 BLUEPRINT ALTERNATIVE

TRANSPORTATION AND CIRCULATION

Existing Plus Blueprint Alternative Conditions

The approach to the Existing Plus Blueprint Alternative analysis is similar to the approach used to analyze the proposed project, and is described on page 4.7-30. The number of roadway lanes is depicted in Figure 6-4.

- **Placer County**

Figure 6-5 shows the average daily traffic volumes on unincorporated Placer County roadways within the study area under Existing and Existing Plus Blueprint conditions (Impact 4.7-2). A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 6-11.

This analysis indicates that full development of the Blueprint Alternative under existing conditions would cause impacts on the following Placer County roadway segment:

a. Level of Service on the segment of Walerga Road from Baseline Road to PFE Road would remain LOS "D" but the proposed project would increase the traffic volume and volume-to-capacity ratio on this segment.

b. Level of Service on the segment of Watt Avenue from Dyer Lane to PFE Road would degrade from LOS "A" to LOS "D."

In contrast, the proposed Specific Plan would have an impact on the above Walerga Road segments, but not those on Watt Avenue. Implementation of Mitigation Measure 4.7-2b would result in LOS "A" under either the project or the Blueprint Alternative (with a V/C 0.44 for the latter). However, feasible mitigation measures have not been found for the segment of Watt Avenue from Dyer Lane to PFE Road. Therefore, this impact is ***significant and unavoidable*** for the Blueprint Alternative only.

The Blueprint Alternative would also increase peak hour traffic volumes on study area intersections in unincorporated Placer County (Impact 4.7-3).

Based on a signal warrant analysis, the Blueprint Alternative would cause signal warrants to be met at the same intersections as the proposed project.

Figure 4.7-4 shows the key study area intersections in unincorporated Placer County. Table 6-12 presents the intersection Level of Service analysis at these intersections for the p.m. peak hour under Existing and Existing Plus Blueprint conditions. The traffic volumes and lane geometry at each intersection in Table 6-12 are shown in Appendix I.

This analysis indicates that development of the Blueprint Alternative under existing conditions would cause impacts at the following intersections:

a. Level of Service at the intersection of Baseline Road and Fiddyment Road/Walerga Road would degrade from LOS "D" to LOS "F".

b. Level of Service at the intersection of Watt Avenue and PFE Road would degrade from LOS "C" to LOS "D"

c. Level of Service at the intersection of Walerga Road and PFE Road would degrade from LOS "E" to LOS "F".

In comparison, the proposed Specific Plan would have impacts at Baseline Road/Fiddyment Road/Walerga Road and Walerga Road/PFE Road, but not the other intersection.

Mitigation Measures 4.7-3a and 4.7-3b would be required to improve intersection operations under the Blueprint Alternative. In addition, with the implementation of Mitigation Measure 6.7-3c, the impact of the Blueprint Alternative would be *less than significant.*

6.7-3c *Consistent with Mitigation Measure 4.7-2a, construct a westbound left turn lane to the intersection of Watt Avenue and PFE Road to improve operations from LOS "D" to LOS "B."*

There are no new impacts to intersections in Placer County.

- **Sacramento County**

The Blueprint Alternative would increase daily traffic volumes on study area roadways in Sacramento County (Impact 4.7-5). Figure 6-7 shows the average daily traffic volumes on Sacramento County roadways within the study area under Existing Plus Blueprint conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 6-14. This analysis indicates that development of the Blueprint Alternative under existing conditions would cause impacts on the following Sacramento County roadway segments:

a. Level of Service on the two-lane segment of Elverta Road from 16th Street to Rio Linda Boulevard would degrade from LOS "A" to LOS "F."

b. Level of Service on the two- to four-lane segment of Watt Avenue from the Placer County line to Elverta Road would degrade from LOS "A" to LOS "F."

c. Level of Service on the segment of Watt Avenue from Elverta Road to Antelope Road would degrade from LOS "D" to LOS "F."

Revised Table 6-II
Roadway Segment Levels of Service – Unincorporated Placer County
Existing Plus Blueprint Conditions

Roadway	Segment	Existing Conditions			Existing Plus Project			Existing Plus Blueprint		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Baseline Road	East of County Line	2	10,100	A	6	14,400	A	6	16,600	A
Baseline Road	East of Locust Road	2	10,100	A	6	14,500	A	6	16,800	A
Baseline Road	East of Brewer Road	2	10,100	A	6	16,200	A	6	18,800	A
Baseline Road	East of Palladay Road	2	10,100	A	6	21,500	A	6	23,600	A
Baseline Road	East of 16th Street	2	10,400	B	6	22,400	A	6	25,900	A
Baseline Road	East of 12th Street	2	10,400	B	6	26,800	A	6	29,300	A
Baseline Road	East of Watt Avenue	2	12,600	B	6	29,900	A	6	32,500	B
Baseline Road	East of Dyer Lane	2	12,600	B	6	31,600	A	6	35,200	B
Walerga Road	South of Baseline Road	2	14,900	D	2	**15,600**	**D**	2	**15,900**	**D**
Walerga Road	North of PFE Road	2	14,900	D	2	**15,100**	**D**	2	**15,200**	**D**
Watt Avenue	South of Baseline Road	2	7,100	A	6	11,000	A	6	12,500	A
Watt Avenue	South of Dyer Lane	2	7,100	A	6	38,300	C	6	**43,700**	**D**
PFE Road	East of Watt Avenue	2	4,700	A	2	8,200	A	2	10,500	A
PFE Road	East of Walerga Road	2	7,200	A	2	9,100	A	2	10,600	A
Locust Road	South of Baseline Road	2	1,000	A	2	1,000	A	2	1,300	A
Locust Road	North of county line	2	1,000	A	2	5,700	A	2	9,100	A
Palladay Road	South of Baseline Road	2-	500	A	2	6,700	A	2	6,700	A
Palladay Road	North of Dyer Lane	2-	500	A	2	1,200	A	2	1,600	A
Palladay Road	North of county line	2	500	A	2	3,900	A	2	7,600	A
Dyer Lane	South of Baseline Rd (W)				4	7,900	A	4	10,200	A
Dyer Lane	South of Town Center Dr				4	4,300	A	4	5,600	A
Dyer Lane	West of 16th Street				4	9,900	A	4	15,800	A
Dyer Lane	West of Tanwood Avenue				4	4,100	A	4	6,600	A
Dyer Lane	West of Watt Avenue				4	8,100	A	4	12,000	A
Dyer Lane	South of Baseline Rd (E)				4	3,200	A	4	5,100	A
~~Palladay Road~~	~~South of Baseline Road~~	-	-	-	~~2~~	~~6,700~~	~~A~~	~~2~~	~~6,700~~	~~A~~
~~Palladay Road~~	~~North of Dyer Lane~~	-	-	-	~~2~~	~~1,200~~	~~A~~	~~2~~	~~1,600~~	~~A~~
16th Street	South of Baseline Road				4	5,500	A	4	7,200	A
16th Street	South of Dyer Lane				4	11,500	A	4	13,900	A
14th Street	South of Baseline Road				2	4,300	A	2	6,100	A
12th Street	South of Baseline Road				4	6,100	A	4	4,600	A

Revised Table 6-I1
Roadway Segment Levels of Service – Unincorporated Placer County
Existing Plus Blueprint Conditions

Roadway	Segment	Existing Conditions			Existing Plus Project			Existing Plus Blueprint		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
A Street	East of Dyer Lane (W)				2	2,600	A	2	3,300	A
A Street	West of 16th Street				2	4,600	A	2	5,100	A
A Street	West of Tanwood Avenue				2	4,200	A	2	5,800	A
A Street	West of Watt Avenue				4	14,000	A	4	16,600	A
A Street	West of Dyer Lane				2	4,300	A	2	6,200	A
Town Center Dr	East of Dyer Lane (W)				2	2,400	A	2	3,900	A
Town Center Dr	West of 16th Street				2	4,600	A	2	5,500	A
Town Center Dr	West of Tanwood Avenue				2	9,300	A	2	6,100	A
Town Center Dr	West of Watt Avenue				2	9,800	A	2	11,000	A
Town Center Dr	West of Dyer Lane (E)				2	1,600	A	2	3,600	A
Town Center Dr	West of Walerga Road				2	3,700	A	2	6,600	A

Notes: ADT = average daily traffic. Significant impacts are highlighted in bold letters
"Blank" = Roadway does not exist under this scenario.
Source: DKS Associates, ~~2005~~2006.

Revised Table 6-I4
Roadway Segment Levels of Service – Sacramento County
Existing Plus Blueprint Conditions

Roadway	Segment	Existing Conditions			Existing Plus Project			Existing Plus Blueprint		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Elverta Road	East of Hwy 70/99	2	5,000	A	2	9,700	A	2	17,700	B
Elverta Road	East of Rio Linda Blvd	2	8,000	A	2	14,900	D	2	**18,200**	**F**
Elverta Road	East of 16th Street	2	10,400	A	2	16,600	E	2	16,700	E
Elverta Road	West of Watt Avenue	2	19,000	F	2	18,800	F	2	18,900	F
Watt Avenue	North of Elverta Road	4	19,400	A	41	**47,000**	**F**	4	**50,400**	**F**
Watt Avenue	North of Antelope Road	4	28,900	D	4	**38,200**	**F**	4	**49,600**	**F**
Watt Avenue	North of Elkhorn Blvd	4	37,900	F	4	**48,400**	**F**	4	**50,500**	**F**
Watt Avenue	North of Don Julio Blvd	4	40,300	F	4	**47,100**	**F**	4	**50,200**	**F**
Watt Avenue	North of Airbase Drive	6	46,700	D	6	49,500	E	6	52,200	E
Watt Avenue	North of Roseville Road	5	49,200	F	5	48,200	F	5	50,400	F

Revised Table 6-I4
Roadway Segment Levels of Service – Sacramento County
Existing Plus Blueprint Conditions

Roadway	Segment	Existing Conditions			Existing Plus Project			Existing Plus Blueprint		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Watt Avenue	North of I-80	5	62,600	F	5	61,100	F	5	62,800	F
Walerga Road	North of Elverta Road	4	24,700	B	4	21,800	B	4	22,600	B
Walerga Road	North of Antelope Road	4	40,300	F	4	41,100	F	4	**42,600**	**F**
Walerga Road	North of Elkhorn Blvd	4	31,100	D	4	32,900	E	4	33,400	E
Sorento Road	North of Elverta Road	2	1,200	A	2	2,400	A	2	4,500	A
Elwyn Road	North of Elverta Road	2	1,000	A	2	5,700	A	2	9,100	A
Palladay Road	North of Elverta Road	2	500	A	2	3,900	A	2	7,600	A
16th Street	North of Elverta Road	2	400	A	2	12,000	B	2	14,600	D
16th Street	South of Elverta Road	2	400	A	2	2,600	A	2	6,000	A
Dry Creek Road	North of Elkhorn Boulevard	2	8600	A	2	9,100	A	2	10,000	A
Dry Creek Road	South of Elkhorn Boulevard	2	9000	A	2	10,700	A	2	12,200	B
Elkhorn Boulevard	East of Watt Avenue	4	25,700	C	4	27,100	C	4	27,700	C
Elkhorn Boulevard	East of Walerga Road	4	50,300	F	4	**52,100**	**F**	4	**53,000**	**F**

Note: ADT = average daily traffic. Significant impacts are highlighted in bold letters
[1] Watt Avenue has 2 lanes from Placer County line to Tourmaline Way, 4 lane from Silver Fern Dr to just north of Elverta Road, and 6 lanes through the its intersection with Elverta Road. The capacity of this segment of Watt Avenue is primarily dictated by its capacity through the Elverta Road intersection.
Source: DKS Associates, ~~2005~~2006.

d. Level of Service on the segment of Watt Avenue from Antelope Road to Elkhorn Boulevard would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

e. Level of Service on the segment of Watt Avenue from Elkhorn Boulevard to Don Julio Boulevard would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

f. Level of Service on Walerga Road from the Elverta Road to Antelope Road would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

g. Level of Service on the segment of Elkhorn Boulevard from Walerga Road to I-80 would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

Implementation of the following additional mitigation measures and Mitigation Measures 4.7-5a and 4.7-5b would reduce this impact to a less than significant level. The mitigated Level of Service of Watt Avenue between the Placer County line and Elverta Road is LOS "E" (V/C 0.93), between Elverta Road and Antelope Road is "E" (V/C 0.92), between Antelope Road and Elkhorn Boulevard is "E" (V/C 0.94), and between Elkhorn Boulevard and Don Julio Boulevard. is "E" (V/C 0.93). As discussed on page 4.7-45, implementation of these mitigation measures is within the jurisdiction of the County of Sacramento. If the identified improvements are not made, the roadway segments would continue to operate at an unacceptable level. Therefore, this impact is considered ***significant and unavoidable.***

6.7-5c *Consistent with Mitigation Measure 4.7-2a, widen Elverta Road to four lanes from 16th Street to Rio Linda Boulevard to provide LOS "A" (V/C 0.51)*

6.7-5d *Consistent with Mitigation Measure 4.7-2a, widen Walerga Road to six lanes from Elverta Road to Antelope Road to provide LOS "C" (V/C 0.79)*

~~A planning level signal warrant analysis was conducted for the conditions under Existing Plus Blueprint conditions to define the locations where traffic signals should be assumed. This analysis indicates that the following intersections within the Sacramento County should be signalized:~~

~~•16th Street and Elverta Road~~

Under Existing Plus Blueprint conditions, no improvements were assumed for Sacramento County intersections in the study area beyond existing conditions. Figure 4.7-8 shows the key study area intersections in Sacramento County. Revised Tables 6-15 and 6-16 present the intersection Level of Service analysis at these intersections for the a.m. and p.m. peak hour under Existing Plus Project conditions (Impact 4.7-6). The traffic volumes and lane geometry at each intersection in Revised Tables 6-15 and 6-16 are shown in Appendix I.

Revised Table 6-15
A.M. Peak Hour Levels of Service at Study Intersections – Sacramento County
Existing Plus Blueprint Conditions

Intersection		Existing Conditions			Existing Plus Project Conditions			Existing Plus Blueprint Conditions		
			LOS Criteria			LOS Criteria			LOS Criteria	
North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
1 Hwy 70/99	Elverta Rd	A		8.4	D		35.9	C		33.1
2 Sorento Rd	Elverta Road	A		1.8	A		1.9	E		37.3
3 Elwyn Ave	Elverta Road	C		16.2	**F**		**45.4**	**F**		**171.1**
4 Palladay Rd	Elverta Road	A		0.3	A		0.3	C		13.3
~~2~~ 5 16th Street	Elverta Rd	A		1.6	**F** ~~E~~	~~0.9~~	**140.4**	**F**~~E~~	~~**0.95**~~	**182.2**
~~3~~ 6 Watt Ave	Elverta Rd	A	0.56		D	0.82		D	0.86	
~~4~~ 7 Walerga Rd	Elverta Rd	D	0.86		D	0.89		E	0.97	
~~5~~ 8 Watt Ave	Antelope Rd	C	0.73		D	0.87		E	0.92	
~~6~~ 9 Walerga Rd	Antelope Rd	C	0.73		D	0.85		D	0.86	
10 Dry Creek	Elkhorn Blvd	B	0.60		B	0.60		C	0.74	
~~7~~ 11 Watt Ave	Elkhorn Blvd	C	0.76		C	0.83		D	0.87	
~~8~~ 12 Walerga Rd	Elkhorn Blvd	B	0.68		B	0.69		B	0.7	
~~9~~ 13 Watt Ave	Don Julio Blvd	A	0.51		B	0.65		B	0.68	
~~10~~ 14 Watt Ave	Air Base Dr	B	0.63		**F**	**1.01**		**F**	**1.16**	
~~11~~ 15 Watt Ave	Roseville Rd	D	0.88		E	0.92		E	0.96	
~~12~~ 16 Watt Ave	I-80 WB	B		16.6	B		14.7	B		14.7

Note: Intersection numbers refer to Figure 4.7-8. Significant impacts are highlighted in bold letters
[1] Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.
Source: DKS Associates, 2005.

Revised Table 6-16
P.M. Peak Hour Levels of Service at Study Intersections – Sacramento County
Existing Plus Blueprint Conditions

Intersection		Existing Conditions			Existing Plus Project Conditions			Existing Plus Blueprint Conditions		
			LOS Criteria			LOS Criteria			LOS Criteria	
North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
1 Hwy 70/99	Elverta Rd	A		8.3	B		17.6	C		33.1
2 Sorento Rd	Elverta Road	C		1.0	B		6.7	B		5.7
3 Elwyn Ave	Elverta Road	E		35.6	**F**		**239.7**	**F**		**274.5**
4 Palladay Rd	Elverta Road	A		0.2	A		2.2	A		4.8
~~2~~ 5 16th Street	Elverta Rd	A		2.3	~~F~~**D**	~~0.87~~	**199.4**-	~~E~~**F**	~~0.97~~	**235.1**
~~3~~ 6 Watt Ave	Elverta Rd	A	0.6		B	0.69		C	0.72	
~~4~~ 7 Walerga Rd	Elverta Rd	C	0.76		D	0.86		D	0.89	
~~5~~ 8 Watt Ave	Antelope Rd	C	0.77		**F**	**1.09**		**F**	**1.09**	
~~6~~ 9 Walerga Rd	Antelope Rd	D	0.89		E	0.91		E	0.92	
10 Dry Creek	Elkhorn Blvd	A	0.57		A	0.42		D	0.81	
~~7~~ 11 Watt Ave	Elkhorn Blvd	B	0.7		D	0.83		D	0.88	
~~8~~ 12 Walerga Rd	Elkhorn Blvd	D	0.89		**F**	**1.02**		**F**	**1.05**	
~~9~~ 13 Watt Ave	Don Julio Blvd	C	0.74		**F**	**1.13**		**F**	**1.03**	
~~10~~ 14 Watt Ave	Air Base Dr	E	1		**F**	**1.30**		**F**	**1.35**	
~~11~~ 15 Watt Ave	Roseville Rd	E	0.97		**F**	**1.04**		**F**	**1.04**	
16~~2~~ Watt Ave	I-80 WB	B		14.1	B		13.5	B		13.8

Note: Intersection numbers refer to Figure 4.7-8. Significant impacts are highlighted in bold letters.
[1] Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.
Source: DKS Associates, 2006~~5~~.

This analysis indicates that development of the proposed Specific Plan under existing conditions would cause impacts at the following intersections:

a. Level of Service at the intersection of Elwyn Avenue and Elverta Road would degrade from LOS "C" to LOS "F" during the a.m. peak hour and from LOS "E" to LOS "F" during the p.m. peak hour.

b. Level of Service at the intersection of 16th Street and Elverta Road would degrade from LOS "A" to LOS "F" during the a.m. peak hour and from LOS "A" to LOS "F" during the p.m. peak hour.

c. Level of Service at the intersection of Watt Avenue and Antelope Road would degrade from LOS "C" to LOS "F" during the p.m. peak hour.

d. Level of Service at the intersection of Walerga Road and Elkhorn Boulevard would degrade from LOS "D" to LOS "F" during the p.m. peak hour.

e. Level of Service at the intersection of Watt Avenue and Don Julio Boulevard would degrade from LOS "C" to LOS "F" during the p.m. peak hour.

~~d~~f. Level of Service at the intersection of Watt Avenue and Air Base Drive would degrade from LOS "B" to LOS "F" in the a.m. peak and LOS "E" to LOS "F during the p.m. peak hour.

~~e~~g. Level of Service at the intersection of Watt Avenue and Roseville Road would remain~~degrade from~~ LOS "F" ~~to LOS "F~~ during the p.m. peak hour, and would degrade further.

The above impacts would be similar to those of the proposed Specific Plan.

Implementation of Mitigation Measures 4.7-6(a) through (~~e~~b), as revised, would reduce this impact to a *less than significant level*. The mitigated a.m. LOS of the intersection of Elwyn Avenue/Elverta Road is "E" (V/C 0.96), p.m. LOS of the intersection of Elwyn Avenue/Elverta Road is "E" (V/C 0.94), a.m. LOS of the intersection of 16th Street/Elverta Road is "E" (V/C 0.95), p.m.LOS of the intersection of 16th Street/ Elverta Road is "E" (V/C 0.97), p.m. LOS of the intersection of Watt Avenue/Antelope Road is "E" (V/C 1.00), Walerga Road/Elkhorn Blvd. is "D" (V/C 0.85), Watt Avenue/Don Julio Blvd. is "C" (V/C 0.80), Watt Avenue/Air Base Drive is "E" (V/C 1.05), and Watt Avenue/Roseville Road is LOS "E" (V/C 0.93). As discussed on page 4.7-48, implementation of these mitigation measures is within the jurisdiction of the County of Sacramento. If the identified improvements are not made, the intersections would continue to operate at an unacceptable level. Therefore, this impact is considered ***significant and unavoidable***.

- **Sutter County**

The Blueprint Alternative would increase daily traffic volumes on study area roadways in Sutter County (Impact 4.7-7). Figure 6-7 shows the average daily traffic volumes on Sutter County roadways within the study area under Existing Plus Blueprint conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 6-17. This analysis indicates that development of the Blueprint Alternative under existing conditions would not cause impacts on any Sutter County roadway segments; nor would the proposed Specific Plan.

Revised Table 6-17
Roadway Segment Levels of Service – Sutter County
Existing Plus Blueprint Conditions

Roadway	Segment	Existing Conditions			Existing Plus Project Conditions			Existing Plus Blueprint Conditions		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Riego Road	East of Hwy 70/99	2	9,900	A	2	14,000	C	2	16,400	D
Pleasant Grove Rd	North of- Sacramento County Line	2	1,000	A	2	2,100	A	2	4,300	A

Note: ADT = average daily traffic. Significant impacts are highlighted in bold letters.
Source: DKS Associates, 2006~~5~~.

There are no new impacts to intersections in Sutter County.

- **State Highways**

There are no new impacts to State Highways.

Cumulative Plus Blueprint Conditions

Cumulative conditions were based on the best estimates of 2025 market levels of development throughout the region, as discussed on pages 4.7-54 through 4.7-55 of this Revised Draft EIR. The "cumulative without project assumptions" and method of analysis were the same as conducted for the proposed project.

The methodological assumptions used to analyze the Blueprint Alternative were similar to those used for the proposed project. For example, the percentage of individuals using transit was assumed to be the same in both cases. As discussed above, the Blueprint Alternative has much higher residential densities than the proposed project, so it is more conducive to increased transit ridership. If funding is available for the transit improvements and services discussed above, then the percentage of commuters using transit rather than driving would likely increase. SACOG estimates that transit trips in western Placer County would increase from approximately 0.5% under the proposed project to approximately 1.3% under the Blueprint Alternative. This increase in ridership would reduce the number of vehicle trips that would occur under the Blueprint Alternative. Therefore, the impacts described below are conservative. That is, the actual impacts may not be as severe as indicated here.

As demonstrated in the following analysis, the Blueprint Alternative would increase congestion in the vicinity of the Specific Plan area, because dwelling units would increase by about 50%. If these units were not constructed in the Specific Plan area, they would likely be constructed elsewhere in the region and would increase traffic levels elsewhere. The exact location of these units under the proposed project is not known, so it cannot be subjected to traffic modeling. Nonetheless, it is likely that some roadway improvements would be necessary to accommodate the 7,000 units if they were to be constructed elsewhere in the region. This analysis can only describe the improvements that would be needed in the Specific Plan area vicinity.

Finally, there are a number of measurable traffic conditions that are not typically reported or analyzed in an EIR traffic analysis, which is focused on roadway and intersection operation and the need for roadway improvements to maintain and/or achieve service level standards. SACOG has evaluated some of these measures, comparing a base case similar to the proposed project and a Blueprint Plan similar to the Blueprint Alternative. Some of the traffic-related findings of this analysis include:

	Base Case	Blueprint Plan
Transit Share	0.5%	1.3%
Vehicle Miles per Day per Household	52.5	23.9
% of Time in Heavy Congestion	20%	12%

- **Placer County**

Cumulative Plus Blueprint conditions would increase daily traffic volumes on study area roadways in unincorporated Placer County (Impact 4.7-12). Figure 6-8 shows the roadway lanes on unincorporated Placer County roadways within the study area under Cumulative Plus Blueprint conditions. Figure 6-9 shows the average daily traffic volumes on unincorporated Placer County roadways within the study area under Cumulative Plus Blueprint conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 6-22.

Under the Cumulative No Project condition, the four-lane segment of Baseline Road from the Sutter County line to Watt Avenue would operate at LOS "E" or "F" conditions. Under Cumulative Plus Blueprint conditions, this segment of Baseline Road would be widened to six lanes and would operate at LOS "D" to "E" conditions. While the Level of Service on Baseline Road under Cumulative Plus Blueprint conditions does not meet the County's General Plan standard, this is not considered a significant impact since the operations would be better or equal to the Cumulative No Project condition.

This analysis indicates that full development of the Blueprint Alternative under Cumulative Plus Project conditions would substantially increase congestion on the following Placer County roadway segments:

a. Level of Service on the segment of Baseline Road from Watt Avenue to East Dyer Lane would degrade from LOS "D" to LOS "E."

~~a.~~b. Level of Service on the segment of Baseline Road from East Dyer Lane to Fiddyment Road would degrade from LOS "~~C~~B" to LOS "~~F~~E."

c. Level of Service on the segment of Locust Road north of the county line would degrade from LOS "B" to LOS "F."

d. Level of Service on the segment of Palladay Road north of the county line would degrade from LOS "A" to LOS "E."

e. Level of Service on the new segment of Dyer Lane from Tanwood Road to Watt Avenue would operate at LOS "E."

~~c. Level of Service on the segment of Watt Avenue from Dyer Lane to PFE Road would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.~~

~~c.~~f. Level of Service on the new segment of Dyer Lane (East) from Baseline Road to A Street would operate at LOS "F."

~~e. Level of Service on the segment of Dyer Lane from 16th Street to Tanwood Avenue would degrade from LOS "A" to LOS "E."~~

~~f. Level of Service on the segment of Dyer Lane from Tanwood Avenue to Watt Avenue would degrade from LOS "A" to LOS "F."~~

The proposed Specific Plan would also substantially affect roadways a., ~~and~~ c., d., and f. ~~through e.~~, but the impact would be more severe under the Blueprint Alternative. The proposed Specific Plan would not substantially degrade operations on the segment of roadways b. or d.

Mitigation Measure 4.7-2a would reduce the above impacts by requiring the Blueprint Alternative to provide its fair share of costs for roadway improvements through a number of fee mechanisms. As discussed on pages 4.7-16~~34~~ through 4.7-22~~36~~ of this Revised Draft EIR, those fees could fund a number of transportation improvements that, in various combinations, could help reduce anticipated congestion levels on major roadways within or near the Specific Plan area. Some of these improvements, such as Placer Parkway, would be under another agency's jurisdiction, so Placer County cannot guarantee that they would be constructed. Therefore, this impact would be ***significant and unavoidable*** under either the proposed project or the Blueprint Alternative.

Revised Table 6-22
Roadway Segment Levels of Service – Unincorporated Placer County
Cumulative Plus Blueprint Conditions

Roadway	Segment	Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Baseline Rd	East of County Line	4	39,300 ~~40,600~~	E ~~F~~	6	45,000 ~~46,900~~	C ~~C~~	6	48,200~~49,500~~	D~~D~~
Baseline Rd	East of Locust Rd	4	37,500 ~~37,400~~	E ~~E~~	6	45,100 ~~47,200~~	C ~~C~~	6	48,700~~49,900~~	D~~D~~
Baseline Rd	East of Brewer Rd	4	39,600 ~~39,100~~	E ~~E~~	6	45,500 ~~47,100~~	C ~~C~~	6	48,300~~49,600~~	D~~D~~
Baseline Rd	East of Palladay Rd	4	45,700 ~~43,100~~	F ~~F~~	6	50,200 ~~51,200~~	D ~~D~~	6	52,800~~53,200~~	D~~D~~
Baseline Rd	East of 16th Street	4	45,500 ~~42,900~~	F ~~F~~	6	49,500 ~~50,800~~	D ~~D~~	6	52,800~~53,700~~	D~~D~~
Baseline Rd	East of 12th Street	4	45,500 ~~42,900~~	F ~~F~~	6	56,000 ~~55,100~~	E ~~E~~	6	59,500~~58,100~~	E~~E~~
Baseline Rd	East of Watt Ave	6	48,500 ~~52,800~~	D ~~E~~	6	47,200 ~~50,500~~	D ~~E~~	6	**49,700~~53,000~~**	**E~~E~~**
Baseline Rd	East of Dyer Lane	6	36,600 ~~42,700~~	B ~~C~~	6	**50,200 ~~54,000~~**	**E ~~E~~**	6	**51,800~~55,800~~**	**E~~F~~**
Walerga Rd	South of Baseline Rd	4	43,600 ~~42,300~~	F ~~F~~	4	38,600 ~~39,400~~	F ~~F~~	4	39,700~~40,400~~	F~~F~~
Walerga Rd	North of PFE Rd	4	43,300 ~~42,000~~	F ~~F~~	4	43,000 ~~43,600~~	F ~~F~~	4	43,400~~44,100~~	F~~F~~
Watt Ave	South of Baseline Rd	4	46,200 ~~61,100~~	F ~~F~~	6	42,000 ~~43,500~~	C ~~D~~	6	42,500~~46,200~~	C~~D~~
Watt Ave	South of Dyer Lane	4	46,200 ~~61,200~~	F ~~F~~	6	62,900 ~~64,300~~	F ~~F~~	6	66,400**~~67,500~~**	F**~~F~~**
PFE Rd	East of Watt Avenue	2	12,700 ~~9,300~~	C ~~A~~	2	14,300 ~~13,800~~	C ~~C~~	2	15,800~~15,300~~	D~~D~~
PFE Rd	East of Walerga Rd	2	17,900 ~~17,200~~	E ~~E~~	2	16,300 ~~16,600~~	E ~~E~~	2	16,700~~17,000~~	E~~E~~
Locust Rd	South of Baseline Rd	2	13,600	C	2	5,500	A	2	6,600	A
Locust Rd	North of county line	2	12,500	B	2	**17,100**	**E**	2	**18,200**	**F**
Palladay Rd	South of Baseline Rd	2	9,700	A	2	6,900	A	2	7,700	A

Revised Table 6-22
Roadway Segment Levels of Service – Unincorporated Placer County
Cumulative Plus Blueprint Conditions

Roadway	Segment	Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Palladay Rd	North of Dyer Lane	2	9,700	A	2	3,000	A	2	3,400	A
Palladay Rd	North of county line	2	10,200	A	2	**16,600**	**E**	2	**17,800**	**E**
Dyer Lane	South of Baseline (W)				4	15,800 ~~18,900~~	A ~~A~~	4	17,300~~19,400~~	A~~A~~
Dyer Lane	South of Town Center Dr				4	7,300 ~~8,400~~	A ~~A~~	4	8,700~~9,100~~	A~~A~~
Dyer Lane	West of 16th Street				4	20,300 ~~20,200~~	A ~~A~~	4	24,200~~23,600~~	B~~B~~
Dyer Lane	West of Tanwood Avenue				4	25,200 ~~30,300~~	B ~~D~~	4	27,700~~**33,300**~~	C~~**E**~~
Dyer Lane	West of Watt Ave				4	32,300 ~~**33,100**~~	D ~~**E**~~	4	**35,600**~~**36,400**~~	**E**~~**F**~~
Dyer Lane	South of Baseline (E) Rd				4	**35,400** ~~**33,100**~~	**E** ~~**E**~~	4	**36,400**~~**36,100**~~	**F**~~**F**~~
~~Palladay Rd~~	~~South of Baseline Rd~~	-	-	-	~~2~~	5,600 ~~7,700~~	A ~~A~~	~~2~~	~~8,600~~	~~A~~
~~Palladay Rd~~	~~North of Dyer Lane~~	-	-	-	~~2~~	16,200 ~~3,600~~	A ~~A~~	~~2~~	~~4,000~~	~~A~~
16th Street	South of Baseline Rd				4	5,600 ~~5,900~~	A ~~A~~	4	7,200~~7,300~~	A~~A~~
16th Street	South of Dyer Lane				4	16,200 ~~22,300~~	A ~~B~~	4	16,600~~23,400~~	A~~B~~
14th Street	South of Baseline Rd				2	4,800 ~~4,700~~	A ~~A~~	2	5,800~~5,500~~	A~~A~~
12th Street	South of Baseline Rd				4	5,900 ~~4,400~~	A ~~A~~	4	7,300~~5,900~~	A~~A~~
A Street	East of Dyer Lane(W)				2	2,600 ~~3,900~~	A ~~A~~	2	3,400~~4,300~~	A~~A~~
A Street	West of 16th Street				2	5,000 ~~5,600~~	A ~~A~~	2	6,300~~6,700~~	A~~A~~
A Street	West of Tanwood Avenue				2	4,200 ~~4,800~~	A ~~A~~	2	8,400~~9,000~~	A~~A~~

Revised Table 6-22
Roadway Segment Levels of Service – Unincorporated Placer County
Cumulative Plus Blueprint Conditions

Roadway	Segment	Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
A Street	West of Watt Ave				4	27,800 ~~26,100~~	C ~~C~~	4	25,600~~28,400~~	C~~C~~
A Street	West of Dyer Lane				2	4,600 ~~4,900~~	A ~~A~~	2	5,900~~6,400~~	A~~A~~
Town Center Dr	East of Dyer Lane (W)				2	4,600 ~~4,400~~	A ~~A~~	2	4,900~~5,200~~	A~~A~~
Town Center Dr	West of 16th Street				2	3,200 ~~4,400~~	A ~~A~~	2	4,600~~5,100~~	A~~A~~
Town Center Dr	West of Tanwood Avenue				2	11,100 ~~11,600~~	B ~~B~~	2	7,700~~8,300~~	A~~A~~
Town Center Dr	West of Watt Ave				2	12,300 ~~12,800~~	B ~~C~~	2	14,400~~14,600~~	C~~D~~
Town Center Dr	West of Dyer Lane (E)				2	2,400 ~~3,000~~	A ~~A~~	2	3,900~~5,000~~	A~~A~~
Town Center Dr	West of Walerga Rd				2	8,800 ~~10,300~~	A ~~A~~	2	11,500~~12,000~~	B~~B~~

Note: ADT = average daily traffic. Significant impacts are highlighted in bold letters.
"Blank" = Roadway does not exist under this scenario.
Source: DKS Associates, ~~2005~~2006.

A general evaluation of these improvements was conducted to determine the extent to which a set of identified improvements could reduce traffic congestion. These improvements make up the Mitigated Transportation Network and are summarized on pages 4.7-16~~54~~ through 4.7-22~~61~~. Figure 6-10 shows the roadway lanes on the Mitigated Transportation Network under Cumulative Plus Blueprint conditions.

A roadway segment Level of Service analysis for Baseline Road based on these daily traffic volumes is presented in Revised Table 6-23. Placer Parkway would decrease the traffic volume on Baseline Road between Fiddyment Road and the County line. Figure 6-11 shows the average daily traffic volumes on the Mitigated Transportation Network under Cumulative Plus Blueprint conditions. The Level of Service on segments of Walerga Road south of Baseline Road under the Cumulative Plus Blueprint with Mitigated Transportation Network scenario would be LOS "F", which does not meet the County's General Plan standard. However, operations would be better than under Cumulative No Project conditions.

As Revised Table 6-23 shows, the Mitigated Transportation Network would substantially reduce traffic congestion on affected roadways, in some cases below No Project conditions. ~~However, feasible mitigation measures have not been identified that would improve conditions to LOS "D" or better on the following segments.~~

~~- Dyer Lane from Tanwood Avenue to Watt Avenue~~

A different set of improvements would have similar effects, but increases and decreases in level of service conditions on specific segments would differ.

The Cumulative Plus Blueprint conditions would increase peak hour traffic volumes on study area intersections in unincorporated Placer County (Impact 4.7-13).

Based on a signal warrant analysis, the Blueprint Alternative would cause signal warrants to be met at the same intersections as the proposed project.

Figure 4.7-4 shows the key study area intersections in unincorporated Placer County. Revised Table 6-24 presents the intersection Level of Service analysis at these intersections for the p.m. peak hour under Cumulative Plus Project conditions. The traffic volumes and lane geometry at each intersection in Revised Table 6-24 are shown in Appendix I. This analysis indicates that the Cumulative Plus Blueprint conditions would substantially increase congestion at the following intersections:

~~a.Level of Service at the intersection of Fiddyment Road and Baseline Road would degrade from LOS "F" to LOS "F"~~

~~b.~~a. Level of Service at the intersection of Walerga Road and PFE Road would degrade from LOS "F" to LOS "F"

~~c.b.Level of Service at t~~The new intersection of ~~Cook-Riolo Road~~12th Street and ~~PFE~~ Baseline Road would ~~degrade from~~operate at LOS "~~F-~~E~~to LOS "F~~".

c. The new intersection of 11th Street and Baseline Road would operate at LOS "E".

d. Level of Service at the intersection of East Dyer Lane (Westside Drive) and Baseline Road would degrade from LOS "D" to LOS "F" under the assumed geometry.

~~e.Level of Service at the intersection of 9th Street and Baseline Road would degrade from LOS "D" to LOS "F" under the assumed geometry.~~

~~f.~~e. The new intersection of Walerga Road and East Town Center Drive would operate at LOS "F" conditions under the assumed geometry.

~~g.~~f. The new intersection of Watt Avenue and Dyer Lane would operate at LOS "F" conditions under the assumed geometry.

This is considered a significant impact. The proposed Specific Plan would also have significant impacts at intersections a., ~~b., c.,~~ d., e., and f.~~, and g~~.

Mitigation Measures 4.7-13a and 4.7-13b would reduce the Blueprint Alternative's contribution to cumulative traffic impacts by providing funding for intersection improvements. However, because some of these improvements could be outside of Placer County's jurisdiction, the impact would remain ***significant and unavoidable.***

As discussed above, the Mitigated Transportation Network includes construction of Placer Parkway, widening of some existing or planned roadways and intersections and improvements to transit service. As Revised Table 6-25 shows, the Mitigated Transportation Network would reduce the number of intersections with significant impacts and would reduce the severity of the impacts at other locations. Mitigation Measure 4.7-13(b) would improve conditions at the intersections of Walerga Road/PFE Road to LOS "F" (V/C 1.03), Walerga Road/Town Center Drive to LOS "C" (V/C 0.74), and Watt Avenue/Dyer Lane to LOS "F" (V/C 1.06). However, no mitigation has been identified to improve five intersections to a less than significant level. Therefore, the Blueprint Alternative's contribution to cumulative traffic conditions at Placer County intersections is considered ***significant and unavoidable.***

Further, regardless of which improvements are implemented under Mitigation Measure 4.7-14(a), feasible mitigation measures have not been found at the five intersections with significant impacts under the Cumulative Plus Blueprint Project with Mitigated Transportation Network scenario. Therefore, the Blueprint Alternative's contribution to this cumulative impact is ***significant and unavoidable.***

Mitigation Measures 4.7-13(b) through (d) would improve conditions at the intersections of Walerga Road/PFE Road LOS "F" (V/C 1.00), and Walerga Road/Town Center Drive LOS "C" (V/C 0.75), and Watt Avenue/Dyer Street LOS "F" (V/C 1.06). However, no mitigation has been identified to improve all of the intersections to acceptable levels. Therefore, the Blueprint Alternative's contribution to cumulative traffic conditions at Placer County intersections is considered *significant and unavoidable.*

Revised Table 6-23
Roadway Segment Levels of Service – Unincorporated Placer County
Cumulative Plus Blueprint Conditions With Mitigated Transportation Network Scenario

Roadway	Segment	Cumulative No Project			Cumulative Plus Blueprint			Cumulative Plus Blueprint with Mitigation Transportation Network		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Baseline Rd	East of County Line	4	39,300 ~~40,600~~	E ~~F~~	6	48,200~~49,500~~	D	6	36,700~~39,300~~	B
Baseline Rd	East of Locust Rd	4	37,500 ~~37,400~~	E	6	48,700~~49,900~~	D	6	35,500~~36,900~~	A~~B~~
Baseline Rd	East of Brewer Rd	4	39,600 ~~39,100~~	E	6	48,300~~49,600~~	D	6	35,500~~35,400~~	A
Baseline Rd	East of Palladay Rd	4	45,700 ~~43,100~~	F	6	52,800~~53,200~~	D	6	43,500~~43,500~~	C
Baseline Rd	East of 16th Street	4	45,500 ~~42,900~~	F	6	52,800~~53,700~~	D	6	45,500~~47,200~~	C
Baseline Rd	East of 12th Street	4	45,500 ~~42,900~~	F	6	59,500~~58,100~~	E	6	53,300~~52,100~~	D
Baseline Rd	East of Watt Ave	6	48,500 ~~52,800~~	D ~~E~~	6	**49,700**~~53,000~~	**E**~~E~~	6	45,800~~42,700~~	D~~C~~
Baseline Rd	East of Dyer Lane	6	36,600 ~~42,700~~	B ~~C~~	6	**51,800**~~**55,800**~~	**E**~~**F**~~	6	47,400~~48,400~~	D
Walerga Rd	South of Baseline Rd	4	43,600 ~~42,300~~	F	4	39,700~~40,400~~	F	4	37,100~~36,800~~	F
Walerga Rd	North of PFE Rd	4	43,300 ~~42,000~~	F	4	43,400~~44,100~~	F	4	42,000~~42,500~~	F
Watt Ave	South of Baseline Rd	4	46,200 ~~61,100~~	F	6	42,500~~46,200~~	C~~D~~	6	41,300~~49,100~~	C~~E~~
Watt Ave	South of Dyer Lane	4	46,200 ~~61,200~~	F	6	66,400~~67,500~~	F	6	67,500~~69,800~~	F
PFE Rd	East of Watt Avenue	2	12,700 ~~9,300~~	C ~~A~~	2	15,800~~15,300~~	D	4	18,000~~17,900~~	A
PFE Rd	East of Walerga Rd	2	17,900 ~~17,200~~	E	2	16,700~~17,000~~	E	2	14,300~~14,500~~	C~~D~~
Locust Rd	South of Baseline Rd	2	13,600	C	2	6,600	A	2	7,000	A
Locust Rd	North of county line	2	12,500	B	2	**18,200**	**F**	4	17,900	A

Revised Table 6-23
Roadway Segment Levels of Service – Unincorporated Placer County
Cumulative Plus Blueprint Conditions With Mitigated Transportation Network Scenario

Roadway	Segment	Cumulative No Project			Cumulative Plus Blueprint			Cumulative Plus Blueprint with Mitigation Transportation Network		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Palladay Rd	South of Baseline Rd	2	9,700	A	2	7,700	A	2	9,500	A
Palladay Rd	North of Dyer Lane	2	9,700	A	2	3,400	A	2	3,600	A
Palladay Rd	North of county line	2	10,200	A	2	**17,800**	**E**	4	17,400	A
Dyer Lane	South of Baseline (W)				4	17,300~~19,400~~	A	4	16,600~~18,800~~	A
Dyer Lane	South of Town Center				4	8,700~~9,100~~	A	4	8,200~~9,600~~	A
Dyer Lane	West of 16th Street				4	24,200~~23,600~~	B	4	23,100~~23,100~~	B
Dyer Lane	West of Tanwood Ave				4	27,700~~**33,300**~~	C~~**E**~~	4	26,600~~30,200~~	C~~D~~
Dyer Lane	West of Watt Ave				4	**35,600~~36,400~~**	**E~~F~~**	~~4~~6	34,100~~34,700~~	B~~E~~
Dyer Lane	South of Baseline (E) Rd				4	**36,400~~36,100~~**	**F**	~~4~~6	33,700~~30,400~~	B~~D~~
~~Palladay Rd~~	~~South of Baseline Rd~~	-	-	-	~~2~~	7,200~~8,600~~	~~A~~	~~2~~	~~11,700~~	~~B~~
~~Palladay Rd~~	~~North of Dyer Lane~~	-	-	-	~~2~~	16,600~~4,000~~	AA	~~2~~	~~5,300~~	~~A~~
16th Street	South of Baseline Rd				4	7,200~~7,300~~	A	4	8,300~~9,600~~	A
16th Street	South of Dyer Lane				4	16,600~~23,400~~	A~~B~~	4	17,500~~23,100~~	A~~B~~
14th Street	South of Baseline Rd				2	5,800~~5,500~~	A	2	7,100~~6,500~~	A
12th Street	South of Baseline Rd				4	7,300~~5,900~~	A	4	7,700~~6,500~~	A
A Street	East of Dyer Lane(W)				2	3,400~~4,300~~	A	2	2,600~~3,300~~	A
A Street	West of 16th Street				2	6,300~~6,700~~	A	2	5,500~~5,800~~	A
A Street	West of Tanwood Ave				2	8,400~~9,000~~	A	2	7,400~~7,900~~	A
A Street	West of Watt Ave				4	25,600~~28,400~~	C	4	20,900~~23,900~~	A~~B~~
A Street	West of Dyer Lane				2	5,900~~6,400~~	A	2	5,000~~5,000~~	A
Town Center Dr	East of Dyer Lane (W)				2	4,900~~5,200~~	A	2	4,300~~4,700~~	A
Town Center Dr	West of 16th Street				2	4,600~~5,100~~	A	2	3,600~~4,000~~	A

Revised Table 6-23
Roadway Segment Levels of Service – Unincorporated Placer County
Cumulative Plus Blueprint Conditions With Mitigated Transportation Network Scenario

Roadway	Segment	Cumulative No Project			Cumulative Plus Blueprint			Cumulative Plus Blueprint with Mitigation Transportation Network		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Town Center Dr	West of Tanwood Ave				2	7,700~~8,300~~	A	2	6,600~~7,100~~	A
Town Center Dr	West of Watt Ave				2	14,400~~14,600~~	C~~D~~	2	12,900~~12,900~~	C
Town Center Dr	West of Dyer Lane (E)				2	3,900~~5,000~~	A	2	2,900~~3,200~~	A
Town Center Dr	West of Walerga Rd				2	11,500~~12,000~~	B	2	9,000~~8,800~~	A

Note: ADT = average daily traffic. Significant impacts are highlighted in bold letters.
"Blank" = Roadway does not exist under this scenario.
Source: DKS Associates, ~~2005~~2006.

Revised Table 6-24
P.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County
Cumulative Plus Blueprint Conditions

Intersection			Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
				LOS Criteria			LOS Criteria			LOS Criteria	
	North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
1	Locust Road	Baseline Road	F ~~F~~	1.08~~1.04~~		E ~~E~~	0.93~~0.91~~		D	0.~~88~~89	
2	Brewer Road	Baseline Road	E ~~F~~	0.94~~1.02~~		D ~~D~~	0.90~~0.90~~		E	0.~~92~~94	
3	Watt Avenue	Baseline Road	F ~~F~~	1.26~~1.53~~		F ~~F~~	1.11~~1.12~~		F	1.~~17~~17	
4	Fiddyment Road	Baseline Road	F ~~F~~	1.12~~1.16~~		F ~~F~~	1.16~~1.20~~		F	1.~~24~~14	
5	Watt Avenue	PFE Road	E ~~E~~	0.93~~0.92~~		B ~~C~~	0.70~~0.74~~		C	0.75~~9~~	

Revised Table 6-24
P.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County
Cumulative Plus Blueprint Conditions

Intersection			Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
				LOS Criteria			LOS Criteria			LOS Criteria	
	North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
6	Walerga Road	PFE Road	F ~~F~~	1.42~~1.44~~		**F ~~F~~**	**1.62~~1.68~~**		**F**	**1.~~75~~71**	
7	Cook Riolo Road	PFE Road	F ~~F~~	1.44	~~303.2~~	F ~~F~~	1.37	~~**319.4**~~	F	1.42	~~**342.9**~~
8	Palladay Road	Baseline Road				C ~~C~~	0.75~~0.77~~		C	0.~~80~~79	
9	16th Street	Baseline Road				C ~~C~~	0.76~~0.78~~		D	0.~~85~~82	
10	14th Street	Baseline Road				D ~~D~~	0.85~~0.86~~		D	0.~~89~~88	
11	12th Street	Baseline Road				D ~~D~~	0.89~~0.87~~		**~~D~~E**	**0.~~89~~93**	
12	11th Street	Baseline Road				D ~~D~~	0.87~~0.89~~		**~~D~~E**	**0.~~86~~93**	
13	East Dyer Lane	Baseline Road	D ~~D~~	0.84~~0.89~~		**F ~~F~~**	**1.04~~1.06~~**		**F**	**1.~~05~~10**	
14	9th Street	Baseline Road	A ~~D~~	0.59~~0.86~~		D ~~F~~	0.84~~1.07~~		~~F~~D	~~1.15~~0.86	
15	West Dyer Lane	A Street				A ~~A~~	0.44~~0.47~~		A	0.~~52~~54	
16	Palladay Road	A Street				B ~~B~~		10.3~~11.6~~	B		~~14.3~~10.7
17	16th Street	A Street				B ~~B~~		11.9~~13~~	~~C~~B		~~15.9~~10.3
18	14th Street	A Street				B ~~B~~		12.6~~14.3~~	B		~~12~~11.0
19	12th Street	A Street				B ~~B~~	0.65~~0.61~~		~~B~~C	0.~~67~~73	
20	Watt Avenue	A Street				C ~~D~~	0.78~~0.81~~		~~D~~C	0.7~~8~~9	
21	West Dyer Lane	Town Center Dr				A ~~B~~	0.54~~0.63~~		~~B~~A	0.~~66~~58	
22	Watt Avenue	Town Center Dr				B ~~B~~	0.66~~0.66~~		C	0.~~78~~70	
23	East Dyer Lane	Town Center Dr				B ~~C~~	0.65~~0.71~~		C	0.~~78~~76	
24	Walerga Road	Town Center Dr				**F ~~F~~**	**1.07~~1.09~~**		**F**	**1.~~1~~.08**	
25	Watt Avenue	Oak Street				A~~B~~	0.56~~0.68~~		~~C~~B	0.~~76~~67	
26	18th Street	Dyer Lane				A ~~A~~	0.41~~0.47~~		A	0.~~57~~49	

Revised Table 6-24
P.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County
Cumulative Plus Blueprint Conditions

Intersection			Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
				LOS Criteria			LOS Criteria			LOS Criteria	
	North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
27	16th Street	Dyer Lane				**B**~~D~~	0.66~~0.83~~		~~D~~B	0.~~87~~68	
28	Tanwood Avenue	Dyer Lane				C~~B~~	0.79~~0.61~~		~~B~~A	0.~~64~~59	
29	Watt Avenue	Dyer Lane				**F** ~~F~~	**1.06~~1.06~~**		**F**	**1.~~08~~10**	
~~30~~	~~Watt Avenue~~	~~West Side Dr~~	~~F~~	~~1.17~~		~~F~~	~~1.17~~		~~F~~	~~1.18~~	

Notes: "Blank" = Intersection does not exist under this scenario. Significant impacts are highlighted in bold letters. Intersection numbers refer to Figure 4.7-4.
[1] Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.
Source: DKS Associates, 2005

Revised Table 6-25
P.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County
Cumulative Plus Blueprint With Mitigated Transportation Network Scenario

Intersection			Cumulative No Project			Cumulative Plus Blueprint			Cumulative Plus Blueprint With Mitigated Transportation Network		
				LOS Criteria			LOS Criteria			LOS Criteria	
	North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
1	Locust Road	Baseline Road	F ~~F~~	1.08~~1.04~~		D	0.89~~0.88~~	-	D	0.~~86~~86	
2	Brewer Road	Baseline Road	E ~~F~~	0.94~~1.02~~		E	0.94~~0.92~~	-	C	0.~~72~~73	
3	Watt Avenue	Baseline Road	F ~~F~~	1.26~~1.53~~		F	1.17~~1.17~~	-	F	1.~~16~~13	
4	Fiddyment Road	Baseline Road	F ~~F~~	1.12~~1.16~~		F~~F~~	1.14~~**1.24**~~	-	F	1.~~11~~08	
5	Watt Avenue	PFE Road	E ~~E~~	0.93~~0.92~~		C	0.75~~0.79~~	-	~~D~~ C	0.~~83~~77	
6	Walerga Road	PFE Road	F ~~F~~	1.42~~1.44~~		**F**	**1.71~~1.75~~**	-	**F**	**1.~~82~~75**	

Revised Table 6-25
P.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County
Cumulative Plus Blueprint With Mitigated Transportation Network Scenario

Intersection			Cumulative No Project			Cumulative Plus Blueprint			Cumulative Plus Blueprint With Mitigated Transportation Network		
				LOS Criteria			LOS Criteria			LOS Criteria	
	North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
7	Cook Riolo Road	PFE Road	F ~~F~~	1.44	~~303.2~~	**F**	1.42	~~**342.9**~~	F	1.34	~~307.6~~
8	Palladay Road	Baseline Road				C	0.79~~0.80~~	-	~~C~~ B	0.~~76~~71	
9	16th Street	Baseline Road				D	0.82~~0.85~~	-	~~C~~ C	0.~~76~~75	
10	14th Street	Baseline Road				D	0.88~~0.89~~	-	D	0.~~81~~82	
11	12th Street	Baseline Road				**E~~D~~**	**0.93**~~0.89~~	-	D	0.~~83~~85	
12	11th Street	Baseline Road				**E~~D~~**	**0.93**~~0.86~~	-	~~C~~ **E**	**0.~~79~~92**	
13	East Dyer Lane	Baseline Road	D ~~D~~	0.84~~0.89~~		**F**	**1.10~~1.05~~**	-	~~D~~ **E**	**0.~~88~~97**	
14	9th Street	Baseline Road	A ~~D~~	0.59~~0.86~~		D~~F~~	0.86~~**1.15**~~	-	~~E~~ C	0.76~~94~~	
15	West Dyer Lane	A Street				A	0.54~~0.52~~	-	A	0.~~51~~48	
16	Palladay Road	A Street				B	-	10.7~~14.3~~	B		~~14.3~~13.5
17	16th Street	A Street				B~~C~~	-	10.3~~15.9~~	~~C~~ B		~~15.9~~14.5
18	14th Street	A Street				B	-	11.0~~12~~	B		~~12~~14.0
19	12th Street	A Street				C~~B~~	0.73~~0.67~~	-	~~B~~ C	0.~~68~~72	
20	Watt Avenue	A Street				C~~D~~	0.79~~0.87~~	-	~~D~~ C	0.~~81~~76	
21	West Dyer Lane	Town Center Dr				A~~B~~	0.58~~0.66~~	-	~~B~~ A	0.~~69~~53	
22	Watt Avenue	Town Center Dr				C	0.70~~0.78~~	-	~~C~~B	0.~~75~~69	
23	East Dyer Lane	Town Center Dr				C	0.76~~0.78~~	-	~~A~~B	0.~~57~~66	
24	Walerga Road	Town Center Dr				**F**	**1.08~~1.1~~**	-	**F**	**1.~~03~~05**	
25	Watt Avenue	Oak Street				B~~C~~	0.67~~0.76~~	-	~~C~~B	0.~~70~~67	-
26	18th Street	Dyer Lane				A	0.49~~0.57~~	-	A	0.~~46~~43	
27	16th Street	Dyer Lane				B~~D~~	0.68~~0.87~~	-	~~D~~B	0.~~81~~68	

Revised Table 6-25
P.M. Peak Hour Levels of Service at Study Intersections – Unincorporated Placer County
Cumulative Plus Blueprint With Mitigated Transportation Network Scenario

Intersection			Cumulative No Project			Cumulative Plus Blueprint			Cumulative Plus Blueprint With Mitigated Transportation Network		
				LOS Criteria			LOS Criteria			LOS Criteria	
	North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)[1]
28	Tanwood Ave	Dyer Lane				A~~B~~	0.59~~0.64~~	-	~~B~~A	0.~~63~~59	
29	Watt Avenue	Dyer Lane				**F**	**1.10~~1.08~~**	-	**F**	**1.~~15~~12**	
~~29~~	~~Watt Avenue~~	~~Westside Dr~~	~~F~~	~~1.17~~		~~F~~	~~1.18~~	-	~~F~~	~~1.24~~	-

Notes: "Blank" = Intersection does not exist under this scenario. Significant impacts are highlighted in bold letters. Intersection numbers refer to Figure 4.7-4.
[1] Average delay for all movements at intersection, including uncontrolled movements. Delay on some stop-signed controlled left-turn movements may be substantial, but typically impacts a limited number of vehicles.
Source: DKS Associates, 2005

- **City of Roseville**

There are no new impacts to City of Roseville intersections.

- **Sacramento County**

Cumulative Plus Blueprint conditions would increase daily traffic volumes on study area roadways in Sacramento County (Impact 4.7-15). Figure 6-13 shows the average daily traffic volumes on Sacramento County roadways within the study area under Cumulative Plus Blueprint conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 6-28.

This analysis indicates that full development of the Specific Plan under Cumulative Plus Project conditions would increase congestion by more than 5% on the following segments in Sacramento County:

a. **Level of Service on the four-lane segment of Watt Avenue from the Placer County line to Antelope Road would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.**

b. **Level of Service on the six-lane segment of Watt Avenue from the Antelope Road to ~~Airbase Drive~~Don Julio Boulevard would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.**

c. **Level of Service on the four-lane segment of Walerga Road from the Placer County line to Antelope Road would continue to operate at LOS "F" conditions and, compared to Cumulative No Project conditions, the volume-to-capacity ratio would increase by more than 0.05.**

d. **Level of Service on the 2-lane segment of Sorento Road from the Placer County line to Elverta Road would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.**

e. **Level of Service on the two-lane segment of Elwyn Avenue from the Placer County line to Elverta Road would degrade from LOS "E" to LOS "F."**

f. **Level of Service on the 2-lane segment of 16th Street from the Placer County line to Elverta Road would degrade from LOS "~~E~~A" to LOS "F."**

g. **Level of Service on the two-lane segment of Dry Creek Road from U Street to Ascot Avenue would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.**

h. **Level of Service on the ~~two~~six-lane segment of Elkhorn Boulevard from Walerga Road to I-80 would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.**

The proposed Specific Plan would substantially increase congestion on segments (a) and ~~,~~ (b), ~~(c) and (d), but not segment (b).~~

Revised Table 6-28
Roadway Segment Levels of Service – Sacramento County
Cumulative Plus Blueprint Conditions

Roadway	Segment	Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Elverta Rd	East of Hwy 70/99	4	21,600 ~~24,300~~	A ~~B~~	4	24,900 ~~26,200~~	B ~~C~~	4	26,000~~2~~ ~~6,900~~	C~~C~~
Elverta Rd	East of Rio Linda Blvd	4	31,500 ~~34,100~~	D ~~E~~	4	32,300 ~~32,200~~	D	4	32,700~~3~~ ~~2,700~~	E
Elverta Rd	East of 16th Street	4	28,100 ~~26,700~~	C ~~C~~	4	27,800 ~~28,400~~	C ~~C~~	4	28,200~~2~~ ~~9,000~~	C~~D~~
Elverta Rd	West of Watt Ave	4	35,000 ~~34,200~~	E	4	34,100 ~~34,900~~	E	4	35,000~~3~~ ~~5,600~~	E
Watt Ave	North of Elverta Rd	4	56,500 ~~58,700~~	F	4	**63,100** **~~64,500~~**	**F**	4	**64,400~~6~~** **~~5,500~~**	**F**
Watt Ave	North of Antelope Rd	4	42,400 ~~44,100~~	F	4	**45,800** **~~46,300~~**	**F**	4	**46,900~~4~~** **~~7,300~~**	**F**
Watt Ave	North of Elkhorn Blvd	6	65,700 ~~67,900~~	F	6	**68,800** ~~70,100~~	**F** ~~F~~	6	**69,900~~7~~** **~~0,900~~**	**F**
Watt Ave	North of Don Julio	6	61,100 ~~62,200~~	F	6	63,300 ~~64,300~~	F	6	**64,800~~6~~** **~~5,700~~**	**F~~F~~**
Watt Ave	North of Airbase Dr	6	64,200 ~~65,200~~	F	6	65,600 ~~67,000~~	F	6	66,600~~6~~ **~~8,300~~**	F~~F~~
Watt Ave	North of Roseville Rd	6	62,100	F	6	62,200	F	6	63,100	F
Watt Ave	North of I-80	6	86,200	F	6	86,100	F	6	87,000	F
Walerga Rd	North of Elverta Rd	4	45,000 ~~44,700~~	F	4	**46,900** **~~47,300~~**	**F**	4	**47,300~~4~~** **~~7,400~~**	**F~~F~~**
Walerga Rd	North of Antelope Rd	4	44,800 ~~44,700~~	F	4	46,200 **~~46,500~~**	F ~~F~~	4	**46,700~~4~~** **~~7,000~~**	**F~~F~~**
Walerga Rd	North of Elkhorn Blvd	4	34,400 ~~34,800~~	E	4	35,300 ~~35,300~~	E	4	35,200~~3~~ ~~5,400~~	E~~E~~
Sorento Rd	North of Elverta Rd	2	18,500	F	2	**19,500**	**F**	2	**20,300**	**F**
Elwyn Rd	North of Elverta Rd	2	16,800	E	2	**19,900**	**F**	2	**20,700**	**F**
Palladay Rd	North of Elverta Rd	2	10,200	A	2	16,600	E	2	17,800	E
16th Street	North of Elverta Rd	2	9,000 ~~17,100~~	A ~~E~~	2	**22,300** **~~22,400~~**	**F**	2	**23,100**	**F**
16th Street	South of Elverta Rd	2	7,000	A	2	12,900	C	2	14,000	C
Dry Creek Rd	North of Elkhorn Rd	2	18,100	F	2	**23,300**	**F**	2	**24,500**	**F**
Dry Creek Rd	South of Elkhorn Rd	2	21,000	F	2	**25,700**	**F**	2	**27,100**	**F**
Elkhorn Blvd	East of Watt Avenue	6	46,800	D	6	47,000	D	6	46,800	D
Elkhorn Blvd	East of Walerga Rd	6	78,400	F	6	80,400	F	6	**81,400**	**F**

Revised Table 6-28
Roadway Segment Levels of Service – Sacramento County
Cumulative Plus Blueprint Conditions

Roadway	Segment	Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS

Note: ADT = average daily traffic. Significant impacts are highlighted in bold letters.
Source: DKS Associates, 2005.

Implementation of the following additional mitigation measures and Mitigation Measures 4.7-15a and 4.7-15b would reduce the Blueprint Alternative's contribution to cumulative traffic on Sacramento County roadways. The mitigated level of service on Watt Avenue north of Elverta Road would be LOS "F" (V/C reduced from 1.~~82~~ 79 to 1.~~21~~19)~~ and~~, Watt Avenue north of ~~Antelope Road~~Elkhorn Boulevard would be LOS "~~D~~E" (V/C 0.~~88~~97), Sorento Road north of Elverta Road would be LOS "A" (V/C 0.56), Elwyn Road north of Elverta Road would be LOS "A" (V/C 0.58), 16th Street north of Elverta Road would be LOS "B" (V/C 0.64), and Dry Creek Road would be LOS "C" (V/C 0.75). As discussed on page 4.7-79, implementation of these mitigation measures is within Sacramento County. If the identified improvements are not made, the roadway segments would continue to operate at an unacceptable level. Therefore, this impact is considered ***significant and unavoidable.***

6.7-~~15c~~15a *Consistent with Mitigation Measure 4.7-2a, construct Watt Avenue to eight lanes (or a one-way couplet) from Antelope Road to ~~Airbase Drive~~Don Julio Boulevard, to provide LOS "~~E~~D" (V/C 0.~~98~~90).*

6.7-15b *Consistent with Mitigation Measure 4.7-2a, construct Elkhorn Blvd to eight lanes from Walerga Road to I-80, to provide LOS "F" (V/C 1.13).*

Buildout of the Specific Plan under Cumulative Plus Project conditions would increase peak hour traffic volumes on study area intersections in Sacramento County (Impact 4.7-16).

Figure 4.7-8 shows the key study area intersections in Sacramento County. Revised Tables 6-29 and 6-30 present the intersection Level of Service analysis at these intersections for the p.m. peak hour under Cumulative Plus Project conditions. The traffic volumes and lane geometry at each intersection in Revised Tables 6-29 and 6-30 are shown in Appendix I. This analysis indicates that development of the Blueprint Alternative would substantially contribute to congestion at the following study area intersections in Sacramento County:

a. Level of Service at the intersection of Sorento Road and Elverta Road would degrade from LOS "F" (V/C 1.13) to LOS "F" (V/C 1.21) during the a.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

b. Level of Service at the intersection of Elwyn Avenue and Elverta Road would degrade from LOS "F" (V/C 1.01) to LOS "F" (V/C 1.16) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.

Revised Table 6-29
A.M. Peak Hour Levels of Service at Study Intersections – Sacramento County
Cumulative Plus Blueprint Conditions

Intersection		Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
			LOS Criteria			LOS Criteria			LOS Criteria	
North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)
1A Hwy 70/99 SB	Elverta Rd	C	-	20.1~~20.9~~	C	-	21.3~~22.4~~	C		~~22.9~~21.6
1B Hwy 70/99 NB	Elverta Rd	A	-	1.9~~1.5~~	B	-	17.3~~17.6~~	B		~~16.7~~16.1
2 Sorento Rd	Elverta Road	F	1.13		**F**	**1.26**		**F**	**1.21**	
3 Elwyn Ave	Elverta Road	F	1.03		E	0.97		E	0.97	
4 Palladay Rd	Elverta Road	E	0.99		E	0.91		E	0.91	
~~2~~ 5 16th Street	Elverta Rd	B ~~D~~	0.64~~0.89~~	-	**F**	**1.04~~1.11~~**	-	**F**	**1.07~~12~~**	
~~3~~ 6 Watt Ave [1]	Elverta Rd	F	1.12~~1.15~~	-	F ~~F~~	1.13~~**1.22**~~	-	F	1.15~~24~~	
~~4~~ 7 Walerga Rd	Elverta Rd	F	1.33~~1.38~~	-	**F** ~~F~~	**1.38**~~1.42~~	-	**F**	**1.~~45~~39**	
~~5~~ 8 Watt Ave	Antelope Rd	E ~~F~~	0.92~~1.11~~	-	E ~~F~~	0.99~~**1.22**~~	-	**F**	**1.~~24~~05**	
~~6~~ 9 Walerga Rd	Antelope Rd	D	0.80~~0.89~~	-	D ~~E~~	0.87~~0.93~~	-	~~E~~ D	~~0.95~~0.86	
10 Dry Creek	Elkhorn Blvd	B	0.61		B	0.69		C	0.73	
~~7~~ 11 Watt Ave	Elkhorn	F	1.02~~1.08~~	-	**F** ~~F~~	**1.07**~~1.12~~	-	**F**	**1.~~11~~10**	
~~8~~ 12 Walerga Rd	Elkhorn	C ~~D~~	0.80~~0.83~~	-	D	0.82~~0.88~~	-	D	0.~~86~~86	
~~9~~ 13 Watt Ave	Don Julio Blvd	A ~~B~~	0.58~~0.62~~	-	C ~~B~~	0.71~~0.64~~	-	~~B~~ C	0.~~66~~73	
~~10~~ 14 Watt Ave	Air Base Dr	C	0.77~~0.79~~	-	C	0.79~~0.80~~	-	~~D~~ C	0.~~82~~79	
~~11~~ 15 Watt Ave	Roseville Rd	F	1.32~~1.26~~	-	F	1.35~~1.22~~	-	F	1.~~23~~35	
~~12~~ 16 Watt Ave	I-80 WB	B	-	18.3~~14.8~~	B	-	18.6~~18.8~~	B		~~14.9~~18.6

Notes: "Blank" = Intersection does not exist under this scenario.
Intersection numbers refer to Figure 4.7-8.
[1] Watt Avenue widens to six lanes at the Elverta Road intersection.
Source: DKS Associates, ~~2005~~2006

Revised Table 6-30
P.M. Peak Hour Levels of Service at Study Intersections – Sacramento County
Cumulative Plus Blueprint Conditions

Intersection		Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
			LOS Criteria			LOS Criteria			LOS Criteria	
North-South Roadway	East-West Roadway	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)	Level of Service	Signalized Intersection (V/C Ratio)	Unsignalized Intersection (Delay)
1A Hwy 70/99 SB	Elverta Rd	C ~~A~~	-	23.3~~22.8~~	C ~~C~~	-	24.9~~26.2~~	C		~~26.3~~24.7
1B Hwy 70/99 NB	Elverta Rd	A~~A~~	-	9.2~~11.2~~	C ~~C~~	-	28.2~~28.7~~	C		~~27.7~~29.0
2 Sorento Rd	Elverta Road	E	0.98		E	0.95		E	0.94	
3 Elwyn Ave	Elverta Road	F	1.01		**F**	**1.16**		**F**	**1.16**	
4 Palladay Rd	Elverta Road	F	1.16		**F**	**1.34**		**F**	**1.43**	
~~2~~ 5 16th Street	Elverta Rd	D ~~F~~	0.84~~1.06~~	-	**F** ~~F~~	**1.06**~~1.05~~	-	**F**	**1.~~12~~.10**	
~~3~~ 6 Watt Ave [1]	Elverta Rd	F	1.11~~1.12~~	-	**F**	**1.28**~~1.3~~	-	**F**	**1.~~32~~31**	
~~4~~ 7 Walerga Rd	Elverta Rd	F	1.30~~1.31~~	-	F ~~F~~	1.32~~1.36~~	-	**F**	**1.~~41~~37**	
~~5~~ 8 Watt Ave	Antelope Rd	E ~~E~~	0.95~~0.98~~	-	**F**	**1.00**~~1.03~~	-	**F**	**1.~~04~~01**	
~~6~~ 9 Walerga Rd	Antelope Rd	E ~~F~~	0.95~~1.03~~	-	E ~~F~~	0.98~~1.09~~	-	~~F~~ E	1.~~11~~00	
10 Dry Creek	Elkhorn Blvd	F	1.25		**F**	**1.37**		**F**	**1.39**	
~~7~~ 11 Watt Ave	Elkhorn	F	1.22~~1.26~~	-	**F**	**1.28**~~1.34~~	-	**F**	**1.~~38~~33**	
~~8~~ 12 Walerga Rd	Elkhorn	E	0.94~~0.96~~	-	**F** ~~E~~	**1.02**~~0.98~~	-	~~F~~ E	~~1.00~~0.97	
~~9~~ 13 Watt Ave	Don Julio Blvd	C ~~D~~	0.74~~0.8~~	-	C ~~D~~	0.78~~0.83~~	-	D	0.~~84~~80	
~~10~~ 14 Watt Ave	Air Base Dr	F	1.31~~1.41~~	-	**F**	**1.36**~~1.47~~	-	**F**	**1.~~47~~38**	
~~11~~ 15 Watt Ave	Roseville Rd	F	1.34~~1.32~~	-	**F**	**1.55**~~1.52~~	-	F	1.~~58~~34	
~~12~~ 16 Watt Ave	I-80 WB	B	-	17.7~~15.3~~	B ~~C~~	-	18.3~~23.8~~	B		19.~~45~~

Notes: "Blank" = Intersection does not exist under this scenario.
Intersection numbers refer to Figure 4.7-8.
Note 1: Watt Avenue widens to six lanes at the Elverta Road intersection.
Source: DKS Associates, ~~2005~~2006

c. **Level of Service at the intersection of Palladay Road and Elverta Road would degrade from LOS "F" (V/C 1.16) to LOS "F" (V/C 1.43) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

d. **Level of Service at the intersection of 16th Street and Elverta Road would degrade from LOS "~~D~~B" (V/C 0.64) to LOS "F" (V/C 1.07) during the a.m. peak hour and LOS "~~F~~D" ~~(V/C 10.6)~~ to LOS "F" ~~(1.12)~~ during the p.m. peak hour~~, which increases the volume-to-capacity ratio by more than 0.05~~.**

e. **Level of Service at the intersection of Watt Avenue and Elverta Road would degrade from ~~LOS "F" (V/C 1.15) to LOS "F" (V/C 1.24) during the a.m. peak hour and~~ LOS "F" (V/C 1.~~12~~11) to LOS "F" (V/C 1.~~32~~31) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

f. **Level of Service at the intersection of Walerga Road and Elverta Road would degrade from LOS "F" (V/C 1.~~38~~33) to LOS "F" (V/C 1.~~45~~39) during the a.m. peak hour and LOS "F" (V/C 1.~~31~~30) to LOS "F" (V/C 1.~~41~~37) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

g. **Level of Service at the intersection of Watt Avenue and Antelope Road would degrade from LOS "~~F~~E" (V/C 0.92)~~(V/C 1.11)~~ to LOS "F" (V/C 1.05) ~~(V/C 1.24)~~ during the a.m. peak hour, ~~which increases the volume-to-capacity ratio by more than 0.05,~~ and LOS "E" to LOS "F" during the p.m. peak hour.**

h. **Level of Service at the intersection of Dry Creek Road and Elkhorn Boulevard would degrade from LOS "F" (V/C 1.25) to LOS "F" (V/C 1.39) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

~~e.Level of Service at the intersection of Walerga Road and Antelope Road would degrade from LOS "F" (V/C 1.03) to LOS "F" (V/C 1.11) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.~~

i. **Level of Service at the intersection of Watt Avenue and Elkhorn Boulevard would degrade from LOS "F" (V/C 1.02) to LOS "F" (V/C 1.10) during the a.m. peak hour and LOS "F" (V/C 1.~~26~~22) to LOS "F" (V/C 1.~~38~~33) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.**

~~g.~~j. **Level of Service at the intersection of Watt Avenue and Air Base Drive would degrade from LOS "F" (V/C 1.~~41~~31) to LOS "F" (V/C 1.~~47~~38) during the p.m. peak hour, which increases the volume-to-capacity ratio by 0.05.**

~~h.Level of Service at the intersection of Watt Avenue and Roseville Road would degrade from LOS "F" (V/C 1.32) to LOS "F" (V/C 1.58) during the p.m. peak hour, which increases the volume-to-capacity ratio by more than 0.05.~~

The proposed project would have similar (although generally less severe) impacts on all of the above intersections, except Walerga Road ~~16th Street~~/Elverta Road in the p.m. peak hour~~ and Walerga Road/Elkhorn Boulevard in the a.m. peak hour~~.

Implementation of ~~the following additional mitigation measure and M~~Mitigation Measures 4.7-16a and 4.7-16b would reduce the Blueprint Alternative's contribution to cumulative traffic congestion at Sacramento County intersections. The mitigated level of service at the intersection of Sorento Road and Elverta Road is "F" (V/C 1.07) a.m. peak hour, Elwyn Avenue and Elverta Road is "E" (V/C 0.95) p.m. peak hour, Palladay Road and Elverta Road is LOS "F" (V/C 1.11) p.m. peak hour,16th Street and Elverta Road is "~~D~~B" (V/C 0.~~85~~69) a.m. peak hour and LOS "~~D~~C" (V/C 0.~~86~~78) p.m. peak hour, Watt Avenue and Elverta Road is ~~LOS "F" (V/C 1.24) a.m. peak hour and~~ LOS "F" (V/C 1.~~16~~14) p.m. peak hour, Walerga Road and Elverta Road is LOS "F" (V/C 1.~~20~~16) a.m. peak hour, and LOS "F" (V/C 1.~~21~~08) p.m. peak hour, Watt Avenue and Antelope Road is LOS "C" (V/C 0.~~78~~71) a.m. peak hour and LOS "~~C~~D" (V/C 0.80) p.m. peak hour, Dry Creek Road and Elkhorn Boulevard is LOS "F" (V/C 1.00) p.m. peak hour, ~~Walerga Road and Antelope Road is LOS "E" (V/C 0.96) p.m. peak hour, and~~ Watt Avenue and Elkhorn Boulevard is LOS "E" (V/C 0.97) a.m. and LOS "F" (V/C 1.~~23~~19) p.m. peak hour, and Watt Avenue and Air Base Drive is LOS "~~F~~E" (V/C ~~1.19~~0.93) p.m. peak hour~~, and Watt Avenue and Roseville Road is LOS "F" (V/C 1.28) p.m. peak hour~~. As discussed on page 4.7-82, implementation of these mitigation measures is within the jurisdiction of Sacramento County. If the identified improvements are not made, the intersections would continue to operate at an unacceptable level. Therefore, this impact is considered ***significant and unavoidable.***

- **Sutter County**

Buildout of the Blueprint Alternative would contribute to cumulative increases in peak hour traffic volumes on study area roadways and intersections in Sutter County (Impacts 4.7-17 and 4.7-18).

Figure 4.7-22 shows the average daily traffic volumes on Sutter County roadways within the study area under Cumulative Plus Blueprint conditions. A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 6-31.

This analysis indicates that full development of the Specific Plan under Cumulative Plus Project conditions would increase congestion by more than 5% on the following segments in Sutter County:

a. Level of Service on the two-lane segment of Pleasant Grove Road from Baseline Road to the Sacramento County line would continue to operate at LOS "F" conditions and the volume-to-capacity ratio would increase by more than 0.05.

Revised Table 6-3I Roadway Segment Levels of Service – Sutter County Cumulative Plus Blueprint Conditions										
Roadway	Segment	Cumulative No Project			Cumulative Plus Project			Cumulative Plus Blueprint		
		Lanes	ADT	LOS	Lanes	ADT	LOS	Lanes	ADT	LOS
Riego Road	East of Hwy 70/99	6	~~36,500~~ 37,600	B	6	44,~~800~~ 600	D	6	~~47,200~~ 46,800	D
Pleasant Grove Road	North of Sacramento County line	2	18,200	F	2	**19,100**	**F**	2	**20,000**	**F**
Note: ADT = average daily traffic Source: DKS Associates, ~~2005~~2006.										

Implementation of the Mitigation Measures 4.7-17a and 4.7-17b would reduce the Blueprint Alternative's contribution to cumulative traffic on Sutter County roadways. The mitigated level of service on Pleasant Grove Road from Riego Road to the county line would be LOS "A". Implementation of these mitigation measures is within the jurisdiction of Sutter County. Placer County cannot compel Sutter County to construct the improvements. If the identified improvements are not made, the roadway segments would continue to operate at an unacceptable level. Therefore, this impact is considered ***significant and unavoidable.***

Figure 4.7-8 shows the key study area intersections in Sutter County. Table 6-32 presents the intersection Level of Service analysis at these intersections for the p.m. peak hour under Cumulative Plus Blueprint conditions. The traffic volumes and lane geometry at each intersection in Table 6-32 are shown in Appendix I.

The Blueprint Alternative would substantially increase traffic congestion at the following intersection~~s~~.

a. Level of Service at the intersection of Pleasant Grove Road (North) and Riego Road would degrade from LOS "E" to LOS "F" during the p.m. peak hour.

No other Sutter County intersections would experience significant impacts.

- **State Highways**

Figure 4.7-22 shows the average daily traffic volumes on Caltrans freeways and ramps within the study area under Cumulative Plus Blueprint conditions (Impacts 4.7-19 and 4.7-20). A roadway segment Level of Service analysis for these roadways based on these daily traffic volumes is presented in Revised Table 6-33. This analysis indicates that full development of the Blueprint Alternative would contribute considerably to traffic congestion on the following state highway segments:

a. Level of Service on the four-lane segment of Hwy 70/99 from ~~Sankey~~ Riego Road to Elkhorn Boulevard would continue to operate at LOS "F" conditions and the volume would increase.

b. Level of Service on the four-lane segment of Hwy 65 from Blue Oaks Boulevard to Galleria Boulevard would continue to operate at LOS "F" conditions and the volume would increase.

c. Level of Service on the ten-lane segment of Interstate 80 from Longview Drive to Watt Avenue would continue to operate at LOS "F" conditions and the volume would increase.

d. Level of Service on the eight-lane segment of Interstate 80 from Antelope Road to Douglas Boulevard would continue to operate at LOS "F" conditions and the volume would increase.

e. Level of Service on the twelve-lane segment of Interstate 80 from Auburn Boulevard to Madison Avenue would continue to operate at LOS "F" conditions and the volume would increase.

f. Level of Service on the six-lane segment of Business 80 from Fulton Avenue to Watt Avenue would continue to operate at LOS "F" conditions and the volume would increase.

Implementation of Mitigation Measures 4.7-19a and 4.7-19b would reduce the Blueprint Alternative's contribution to traffic congestion on state highways to a *less than significant level*. The mitigated level of service on Hwy 70/99 north of ~~Cook~~ Ri~~olo~~ego Road would be LOS "C", Hwy 70/99 north of Elverta Road is LOS "D", Hwy 70/99 north of Elkhorn Boulevard would be LOS "E", Hwy 65 would be LOS "F", Interstate 80 west of Watt Avenue would be LOS "D", Interstate 80 east of Antelope Road would be LOS "F". As discussed on page 4.7-87, implementation of these mitigation measures is within the jurisdiction of Caltrans. If the identified improvements are not made, this impact would remain *significant and unavoidable*.

6.7-16a *Consistent with Mitigation Measure 4.7-2a, widen Business 80 from six lanes to eight lanes from Watt Avenue to Fulton Avenue, to provide LOS "F".*

There are no new State Highway ramp or intersection impacts.

Revised Table 6-33
Freeway Segment Levels of Service – State Highways
Cumulative Plus Blueprint Conditions

Roadway	Segment	Cumulative No Project Condition			Cumulative Plus Project Conditions			Cumulative Plus Blueprint Conditions		
		Lanes[1]	ADT[2]	LOS	Lanes[1]	ADT[2]	LOS	Lanes[1]	ADT[2]	LOS
Hwy 70/99	North of Riego Rd	4	68,600 ~~67,500~~	E ~~F~~	4	69,000 ~~68,000~~	E ~~F~~	4	69,600 ~~68,900~~	E ~~F~~
Hwy 70/99	South of Riego Rd	4	100,200 ~~95,600~~	F	4	103,160 ~~98,500~~	F	4	103,100 ~~99,700~~	F ~~F~~
Hwy 70/99	South of Elverta Rd	4	96,000 ~~98,400~~	F	4	98,700 ~~100,500~~	F	4	99,300 ~~100,900~~	F ~~F~~
Hwy 65	North of Pleasant Grove	4	127,300 ~~128,500~~	F	4	127,700 ~~129,000~~	F	4	128,300 ~~129,400~~	F ~~F~~
Hwy 65	South of Pleasant Grove	4	127,200 ~~127,400~~	F	4	128,100 ~~128,600~~	F	4	128,600 ~~129,100~~	F ~~F~~
I-80	West of Watt Ave	10	194,400 ~~196,400~~	F	10	195,100 ~~198,300~~	F	10	194,600 ~~197,500~~	F ~~F~~
I-80	East of Auburn Blvd	12	307,700 ~~311,200~~	F	12	308,200 ~~208,000~~	F ~~E~~	12	308,300 ~~208,300~~	F ~~E~~
I-80	West of Riverside Ave	8	241,200 ~~244,500~~	F	8	243,400~~2~~ ~~48,300~~	F	8	244,600 ~~249,200~~	F ~~F~~
I-80	East of Riverside Ave	8	246,600 ~~249,800~~	F	8	247,600 ~~252,500~~	F	8	248,500 ~~253,500~~	F ~~F~~
Bus 80	West of Watt Ave	6	155,000 ~~156,600~~	F	6	154,700 ~~156,000~~	F ~~F~~	6	155,500 ~~156,500~~	F ~~F~~

Note 1: Excluding carpool lanes.
Note 2: ADT = average daily traffic
Source: DKS Associates, ~~2005~~2006.

Appendix Z

FEHR & PEERS
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TECHNICAL MEMORANDUM

Date: July 19, 2006

To: Placer Vineyards Project Team

From: Sarah Brandenberg & Alan Telford, Fehr & Peers

Subject: ***Placer Vineyards Specific Plan Fair-Share Traffic Impact Fee Study***

1032-1876

Fehr & Peers has conducted a study to determine Placer Vineyards' fair-share contribution towards roadway improvements identified as cumulative mitigation measures in the updated traffic impact study[1]. The 2025 version of the South Placer Travel Demand Forecasting (TDF) Model was used to determine the number of Placer Vineyards trips utilizing the roadway mitigation measures. The methodology used to determine the fair share cost responsibility and results are discussed below. The fair share contribution for the Blueprint land use alternative is also presented below.

The cumulative mitigation measures identified in the Placer Vineyards traffic study are regional roadway improvements. Consequently, this study assumes that these roadway improvements will be funded by new development throughout the Sacramento region and not only by the proposed Placer Vineyards project.

The fair share results presented in this memorandum are for informational purposes only and are not meant to be the final traffic impact fees of the proposed development. Placer County will work with each jurisdiction/agency in which mitigation measures are identified to determine the appropriate fair share contribution. For example, this study assumes that Placer Vineyards will fund Placer County's entire contribution towards the Roseville ITS/TDM program ($13 million) as a conservative estimate. Placer County will work with the City of Roseville and other new developments within Placer County to determine Placer Vineyards actual fair-share contribution towards this program.

Cumulative Mitigation Measures

The cumulative mitigation measures proposed in the Transportation & Circulation section of the Revised Draft EIR (Chapter 4.7) are summarized in Table 1. Preliminary cost estimates for each mitigation measure were provided by MacKay & Somps. The cost estimates reflect construction costs. Right-of-way costs were considered for several roadway widening improvements in Sacramento County as noted in the table; however, most cost estimates do not include purchasing additional right-of-way.

[1] Revised traffic impact study based on final Placer Vineyards land use plan prepared by DKS Associates, dated July 14, 2006.

Table 1
Cumulative Mitigation Measures & Preliminary Cost Estimates for Placer Vineyards Specific Plan

Jurisdiction / Mitigation Measure	Preliminary Cost Estimate
Placer County	
● Mitigated Transportation Network	
Placer Parkway	*N/A, Tier 2 Cost*[1]
Extending Watt Ave from Regional University to Blue Oaks	$ 6,900,000
Widening Watt Ave to 6 lanes from Base Line to Pleasant Grove	$ 2,220,000
Widening PFE Road to 4 lanes between Watt and Walerga	$ 5,000,000
Widening Locust Rd south of 18th St to 4 lanes (partial in PVSP)	$ 660,000
Widening Palladay Rd south of Dyer Lane to 4 lanes (in PVSP)	*N/A, On-Site*[2]
● Intersections	
Walerga/PFE: 3rd nb & sb thru lanes; 2nd eb & wb thru lanes; 2nd nb lane; eb and wb lefts & free eb right	$ 2,490,000
Walerga/Town Center Drive: 3rd nb & sb lanes	$ 1,070,000
Watt/Dyer: make eb right into a free right	*N/A, On-Site*[2]
TOTAL PLACER COUNTY	**$ 18,340,000**
Roseville	
Fiddyment/Baseline: 3rd sb & nb thru lanes	$ 1,470,000
Participate in ITS/TDM program[3]	$13,000,000
TOTAL ROSEVILLE	**$ 14,470,000**
Sacramento County	
● Segments	
Watt Avenue: widen to 6 lanes from Placer County line to Antelope Road	$ 940,000
16th St: widen to 4 lanes from Placer County lanes to Elverta Road	$ 6,975,000
Watt Avenue: widen to 8 lanes from Antelope Rd. to Elkhorn Blvd	$ 3,825,000
(Does not include cost to remove and replace soundwall.)	
Right-of-way costs[4]	$ 11,000,000
Sorento Rd: widen to 4 lanes from the Placer County line to Elverta Road	$ 4,380,000
Elwyn Avenue: widen to 4 lanes from the Placer County line to Elverta Road	$ 4,140,000
Dry Creek Rd: widen to 4 lanes from U Street to Ascot Ave.	$ 6,970,000
● Intersections	
16th St/Elverta Rd: 2nd thru lanes on nb & sb approaches; right turn on eb & wb approaches	$ 730,000
Watt/Elverta Rd: 3rd thru lanes on eb &wb approaches	$ 400,000
Walerga/Elverta Rd: 3rd thru lanes on nb & sb approaches	$ 1,460,000
Watt/Antelope Rd: 3rd thru lanes on nb & sb approaches; 2nd left turn on wb approach	$ 1,780,000
Watt/Elkhorn Blvd: 4th thru lanes on nb & sb approaches	$ 1,450,000
Walerga/Elkhorn: 2nd left turn land & 2nd right turn lane on wb approach	$ 1,500,000
Watt/Air Base Drive: 3rd thru lane on nb approach; 2nd wb right turn lane	$ 520,000
Watt/Roseville Rd: 2nd left turn lane on wb approach	$ 440,000
Sorento/Elverta: 2nd left turn lane on eb approach	$ 270,000
Elwyn/Elverta: 2nd left turn lane on eb approach	$ 270,000
Palladay/Elverta: 2nd left turn lane on eb approach	$ 270,000
Dry Creek/Elkhorn: 2nd thru lane on nb approach	$ 370,000
SACRAMENTO COUNTY TOTAL	**$ 47,690,000**
Sutter County	
● Segments	
Pleasant Grove Rd: widen to 4 lanes from Riego to the Sacramento County line	$ 3,720,000
● Intersections	
Pleasant Grove (north)/Riego Rd: add 2nd left on sb approach	$ 250,000
Pleasant Grove (south)/Riego Rd: add 2nd left on nb & wb approach	$ 150,000
SUTTER COUNTY TOTAL	**$ 4,120,000**
Highways	
77/99: Construct one additional lane in each direction from Sankey Rd to Elkhorn Blvd	$ 97,500,000
65: Construct one additional lane in each direction from Blue Oaks Blvd to Galleria Blvd	*N/A, Tier 2 Cost*[1]
80: Construct one additional lane in each direction from Longview Dr to Watt	$ 45,000,000
80: Construct one additional lane in each direction from Antelope Rd to Douglas Blvd	$ 60,000,000
80: Construct one additional lane in each direction from Auburn Blvd to Madison Ave	$ 22,500,000
HIGHWAY TOTAL	**$ 225,000,000**
TOTAL TRAFFIC MITIGATION MEASURES	**$ 309,620,000**

Notes:

1. Placer Parkway and SR 65 widening are included in Placer County's Tier 2 traffic mitigation fee and are therefore not considered in this study.
2. These mitigation measures are considered an on-site improvement and will be fully funded by Placer Vineyards.
3. Roseville has requested $13 million from Placer County for ITS/TDM program. Assumed to be fully funded by Placer Vineyards as worst-case scenario.
4. Refer to Attachment A for additional information regarding right-of-way costs.

Source: MacKay & Somps and Fehr & Peers, 2006.

Mitigation Measures identified in the Existing plus Project analysis are not included in this traffic study. All of the measures identified under Existing plus Project impacts are already included in the plans or funding programs of the respective jurisdictions, are expected to be developed as part of other development proposals, and/or are also identified as cumulative mitigation measures (e.g., the widening of state highways). If cumulative development does not occur, the Proposed Project would be responsible for constructing the improvements identified in the Existing plus Project mitigation. A more likely scenario is that Placer Vineyards would pay fees toward the identified improvements and/or construct or advance fund certain improvements, and then be reimbursed or credited through fee programs as other new development occurs.

As shown in Table 1, the total cost of the cumulative mitigation measures for the Placer Vineyards Specific Plan is approximately $309.6 million. This cost does not include mitigation measures that will be funded through other fee programs, such as Placer County's Tier 2 traffic impact fee. In addition, the cost does not include on-site roadway improvements or improvements that will be fully funded by the project.

Placer Vineyards Land Uses & DUEs

The 2025 South Placer TDF Model was updated to reflect the land use assumptions within the Placer Vineyards Specific Plan area used in the updated traffic study (Table 4.7-14). Table 2 summarizes the Placer Vineyards land use assumptions contained in the model.

The Placer Vineyards land uses were converted into dwelling unit equivalents (DUEs). DUE rates reflect the trip generation and trip characteristics for various land uses (e.g., trip length and percentage of new trips) compared to a single family dwelling unit. Table A-1 (attached) displays the DUE rates used for each land use category to determine the number of DUEs. As shown in Table 2, the Placer Vineyards Specific Plan contains 18,360 DUEs.

Table 2
Placer Vineyards Specific Plan Land Uses & DUEs

Land Uses	Residential				Retail	Office	Church	Public/ Quasi-Public	K-12 School	Park
	Single-Family	Multi-Family	Age-Restricted	SPA						
Units	DU	DU	DU	DU	KSF	KSF	KSF	KSF	Students	Acres
Amount	9,040	3,750	931	411	2,172	1,381	767	307	8,005	210
DUEs	9,040	2,303	239	411	3,254	2,443	352	56	224	38
Total DUEs = 18,360										

Source: Table 4.7-14 of Updated Traffic Study and Fehr & Peers, 2006.

The South Placer TDF model also contains development in new growth areas of Placer County (e.g., Creekview, Curry Creek, Lincoln Villages, Placer Ranch, Regional University, and Sierra Vista). Outside the new growth areas, the 2025 land use assumptions in the model are consistent with the jurisdictions general plans and anticipated 2025 development levels.

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Fair Share Methodology

The methodology used to determine Placer Vineyards' fair share responsibility to fund the cumulative mitigation measures is summarized below.

- The 2025 South Placer TDF Model was used to conduct a PM peak hour select link analysis to determine the number of Placer Vineyards trips using each roadway mitigation measure (e.g. the number of vehicles traveling from Placer Vineyards to Sacramento County using Watt Avenue).
- The select link analysis was used to develop a trip matrix to track Year 2025 PM peak hour trips between Placer Vineyards and other land uses contained in the model for each mitigation measure. The trip matrices are included in Attachment B.
- The allocation of trips to Placer Vineyards (i.e., the "fair share" calculation) contained all trips with both ends within the project site plus one-half trips with one end outside the project site (e.g. a vehicle-trip from Placer Vineyards to Sacramento County using Watt Avenue would be assigned ½ to Placer Vineyards and ½ to Sacramento County).
- The fair share calculation was based on new growth trips traveling on the roadway under Year 2025 conditions. The total number of Year 2004 and 2025 PM peak hour trips generated by the model land uses was used to calculate the percent growth.
- The percent growth was used to estimate the number of "new development trips" using the roadway network. The percentage of Year 2025 trips generated by new development is summarized below (as shown in Table B-2).
    - Placer Vineyards: 100%
    - South Placer County: 56%
    - Other: 34%
- The total cost share and the number of DUEs was used to determine the fee per DUE for Placer Vineyards.

Fair Share Results

The total cost and cost per DUE for Placer Vineyards fair share contribution towards funding the mitigation measures was determined based on the methodology discussed above. Since a fair-share calculation cannot be conducted for the Roseville ITS/TDM program with the Placer County TDF model, Placer Vineyards was assumed to fund Placer County's entire $13 million contribution to the program as a worst-case scenario. Table 3 presents Placer Vineyards' fair share contribution towards each cumulative mitigation measure.

Table 3
Placer Vineyards Fair Share Contribution to Cumulative Mitigation Measures

Jurisdiction / Mitigation Measure	Preliminary Cost Estimate	Fair Share Traffic Percentage	Fair Share Contribution
Placer County			
• Mitigated Transportation Network			
Placer Parkway	*N/A, Tier 2 Cost* [1]	--	--
Extending Watt Ave from Regional University to Blue Oaks	$6,900,000	13.6%	$937,184
Widening Watt Ave to 6 lanes from Base Line to Pleasant Grove	$2,220,000	32.7%	$725,611
Widening PFE Road to 4 lanes between Watt and Walerga	$5,000,000	25.4%	$1,267,677
Widening Locust Rd south of 18th St to 4 lanes (partial in PVSP)	$660,000	48.1%	$317,539
Widening Palladay Rd south of Dyer Lane to 4 lanes (in PVSP)	*N/A, On-Site* [2]	--	--
• Intersections			
Walerga/PFE: 3rd nb & sb thru lanes; 2nd eb & wb thru lanes; 2nd nb lane; eb and wb lefts & free eb right	$2,490,000	5.3%	$132,182
Walerga/Town Center Drive: 3rd nb & sb lanes	$1,070,000	10.3%	$110,504
Watt/Dyer: make eb right into a free right	*N/A, On-Site* [2]	--	--
TOTAL PLACER COUNTY	**$18,340,000**		**$3,490,697**
Roseville			
Fiddyment/Baseline: 3rd sb & nb thru lanes	$1,470,000	21.4%	$314,052
Participate in ITS/TDM program [3]	$13,000,000	100.0%	$13,000,000
TOTAL ROSEVILLE	**$14,470,000**		**$13,314,052**
Sacramento County			
• Segments			
Watt Avenue: widen to 6 lanes from Placer County line to Antelope Road	$940,000	31.4%	$295,417
16th St: widen to 4 lanes from Placer County lanes to Elverta Road	$6,975,000	57.2%	$3,992,937
Watt Avenue: widen to 8 lanes from Antelope Rd. to Elkhorn Blvd	$3,825,000	23.1%	$885,147
(Does not include cost to remove and replace soundwall.)			
Right-of-way costs [4]	$11,000,000	23.1%	$2,545,520
Sorento Rd: widen to 4 lanes from the Placer County line to Elverta Road	$4,380,000	8.1%	$352,664
Elwyn Avenue: widen to 4 lanes from the Placer County line to Elverta Road	$4,140,000	54.2%	$2,242,777
Dry Creek Rd: widen to 4 lanes from U Street to Ascot Ave.	$6,970,000	27.3%	$1,900,090
• Intersections			
16th St/Elverta Rd: 2nd thru lanes on nb & sb approaches; right turn on eb & wb approaches	$730,000	37.2%	$271,406
Watt/Elverta Rd: 3rd thru lanes on eb &wb approaches	$400,000	28.8%	$115,081
Walerga/Elverta Rd: 3rd thru lanes on nb & sb approaches	$1,460,000	7.9%	$115,284
Watt/Antelope Rd: 3rd thru lanes on nb & sb approaches; 2nd left turn on wb approach	$1,780,000	27.7%	$492,529
Watt/Elkhorn Blvd: 4th thru lanes on nb & sb approaches	$1,450,000	19.5%	$282,927
Walerga/Elkhorn: 2nd left turn land & 2nd right turn lane on wb approach	$1,500,000	11.4%	$170,316
Watt/Air Base Drive: 3rd thru lane on nb approach; 2nd wb right turn lane	$520,000	12.8%	$66,430
Watt/Roseville Rd: 2nd left turn lane on wb approach	$440,000	8.9%	$38,992
Sorento/Elverta: 2nd left turn lane on eb approach	$270,000	28.9%	$78,050
Elwyn/Elverta: 2nd left turn lane on eb approach	$270,000	33.1%	$89,267
Palladay/Elverta: 2nd left turn lane on eb approach	$270,000	26.8%	$72,258
Dry Creek/Elkhorn: 2nd thru lane on nb approach	$370,000	16.4%	$60,665
SACRAMENTO COUNTY TOTAL	**$47,690,000**		**$14,067,758**
Sutter County			
• Segments			
Pleasant Grove Rd: widen to 4 lanes from Riego to the Sacramento County line	$3,720,000	10.8%	$400,593
• Intersections			
Pleasant Grove (north)/Riego Rd: add 2nd left on sb approach	$250,000	31.4%	$78,518
Pleasant Grove (south)/Riego Rd: add 2nd left on nb & wb approach	$150,000	32.1%	$48,093
SUTTER COUNTY TOTAL	**$4,120,000**		**$527,204**
Highways			
77/99: Construct one additional lane in each direction from Sankey Rd to Elkhorn Blvd	$97,500,000	8.4%	$8,192,378
65: Construct one additional lane in each direction from Blue Oaks Blvd to Galleria Blvd	*N/A, Tier 2 Cost* [1]	--	--
80: Construct one additional lane in each direction from Longview Dr to Watt	$45,000,000	0.18929%	$85,180
80: Construct one additional lane in each direction from Antelope Rd to Douglas Blvd	$60,000,000	0.01105%	$6,628
80: Construct one additional lane in each direction from Auburn Blvd to Madison Ave	$22,500,000	0.00399%	$898
HIGHWAY TOTAL	**$225,000,000**		**$8,285,085**
TOTAL TRAFFIC MITIGATION MEASURES	**$309,620,000**		**$39,684,797**

Notes:

1. Placer Parkway and SR 65 widening are included in Placer County's Tier 2 traffic mitigation fee and are therefore not considered in this study.
2. These mitigation measures are considered an on-site improvement and will be fully funded by Placer Vineyards.
3. Roseville has requested $13 million from Placer County for ITS/TDM program. Assumed to be fully funded by Placer Vineyards as worst-case scenario.
4. Refer to Attachment A for additional information regarding right-of-way costs.

Source: MacKay & Somps and Fehr & Peers, 2006.

Table 4 summarizes the total cost and cost per DUE to fund Placer Vineyards' fair share of the cumulative mitigation measures. As shown, the total cost is approximately $39.7 million, which equates to $2,161 per DUE.

Table 4
Placer Vineyards Fair Share Contribution to Cumulative Mitigation Measures Summary

Total	Placer Vineyards Fair Share
Total Cost	$39,684,797
Total DUEs	18,360
Cost Per DUE	$2,161

Source: Fehr & Peers, 2006.

Blueprint Alternative

A detailed fair share calculation was not conducted for the Blueprint land use alternative. However, based on the trip generation of the Blueprint alternative and the total cost of the cumulative mitigation measures, the fair share contribution was estimated as described below.

Cumulative Mitigation Measures

Three additional cumulative mitigation measures (beyond those listed in Table 1 for the Placer Vineyards Specific Plan) were identified for the Blueprint alternative. Table 4 summarizes the additional mitigation measures and cost estimates. As shown, the total cost of the cumulative mitigation measures would increase from approximately $309 million to $413 million for the Blueprint alternative.

Table 5
Blueprint Alternative Mitigation Measures & Cost Estimates

Total Cost of Proposed Project Mitigation Measures	**$309,620,000**
Additional Mitigation Measures	
Sacramento County	
Watt Avenue: widen to 8 lanes from Antelope Rd. to Don Julio	$3,150,000
(Does not include cost to remove and replace soundwall)	
Right-of-way costs	$27,050,000
Elkhorn Blvd: widen to 8 lanes from Walerga to I-80	$13,200,000
(Does not include cost to remove and replace soundwall)	
Right-of-way costs	$41,600,000
Highways	
Bus. 80: widen to 8 lanes from Watt Ave to Fulton Ave	$18,750,000
TOTAL TRAFFIC MIGITATION MEASURES	$413,370,000

Notes:
Refer to Attachment A for additional information regarding right-of-way costs.
Source: MacKay & Somps and Fehr & Peers, 2006.

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Land Uses & DUEs

The land uses proposed under the Blueprint alternative are presented in Table 6. As shown, the Blueprint alternative would provide approximately 24,390 DUEs, which is 6,000 more DUEs than the proposed Specific Plan land uses.

Table 6
Blueprint Alternative Land Uses & DUEs

Land Uses	Residential				Retail	Office	Church	Public/ Quasi-Public	K-12 School	Park
	Single-Family	Multi-Family	Age-Restricted	SPA						
Units	DU	DU	DU	DU	KSF	KSF	KSF	KSF	Students	Acres
Amount	11,967	7,878	1,375	411	2,211	1,476	1,006	277	11,963	284
DUEs	11,967	4,837	353	411	3,313	2,613	462	50	335	52
Total DUEs = 24,393										

Source: Table 6-10 of Revised Traffic Study and Fehr & Peers, 2006.

Fair Share Methodology

Based on the trip generation reported in the updated traffic study, the Blueprint alternative would generate approximately 24 percent more external trips than the proposed Specific Plan. Since the fair share calculation is based on vehicle-trips traveling on the roadway network, the Specific Plan's fair share contribution was increased by approximately 24 percent to reflect the Blueprint alternative.

Results

Table 7 summarizes the estimated total cost and cost per DUE to fund the Blueprint alternative's fair share of the cumulative mitigation measures for each scenario. The cost per DUE for the Blueprint alternative would be $2,587, which is approximately $425 higher than the Placer Vineyards Specific Plan.

Table 7
Blueprint Alternative Fair Share Contribution to Cumulative Mitigation Measures

Cost Contribution	Preliminary Cost Estimate	Fair Share Traffic Percentage	Fair Share Contribution
Total Cost for Placer Vineyards Specific Plan	**$309,620,000**		**$39,684,797**
Blueprint Alternative Fair Share			
Additional Blueprint Mitigation Measures			
Sacramento County			
Watt Avenue: widen to 8 lanes from Antelope Rd. to Don Julio	$3,150,000	22.0%	$693,336
(Does not include cost to remove and replace soundwall.)			
Right-of-way costs	$27,050,000	22.0%	$5,953,882
Elkhorn Blvd: widen to 8 lanes from Walerga to I-80	$13,200,000	8.1%	$1,064,631
(Does not include cost to remove and replace soundwall.)			
Right-of-way costs	$41,600,000	8.1%	$3,355,202
Highways			
Bus. 80: widen to 8 lanes from Watt Ave to Fulton Ave	$18,750,000	1.7%	$309,490
TOTAL TRAFFIC MITIGATION MEASURES	**$413,370,000**		**$51,061,337**
Blueprint Alternative (23.6 % increase)			**$63,111,812**
Total DUEs			**24,393**
Cost Per DUE			**$2,587**

Notes:
Refer to Attachment A for additional information regarding right-of-way costs.
Source: MacKay & Somps and Fehr & Peers, 2006.

Attachment A

Right-of-Way Assumptions & Dwelling Unit Equivalent (DUE) Rates

Attachment A - Right-of-Way Assumptions for Mitigation Measures

OPINION OF COST
PRELIMINARY RIGHT-OF-WAY ACQUISITION

Base Plan

Watt Avenue - From Antelope Road to Elkhorn Blvd.				
Acquire House for R/W	20 EA	x	$500,000	$10,000,000
Acquire Frontage for R/W	2.0 AC	x	$500,000	$1,000,000
			TOTAL	$11,000,000
			BASE PLAN TOTAL R/W ACQUISITION	**$11,000,000**

Blueprint Alternative

Watt Avenue - From Antelope Road to Don Julio Blvd				
Acquire House for R/W	51 EA	x	$500,000	$25,500,000
Acquire Frontage for R/W	3.1 AC	x	$500,000	$1,550,000
			TOTAL	$27,050,000
Elkhorn Blvd - From Walerga Road to Interstate 80				
Acquire House for R/W	81 EA	x	$500,000	$40,500,000
Acquire Frontage for R/W	2.2 AC	x	$500,000	$1,100,000
			TOTAL	$41,600,000
			BLUEPRINT ALTERNATIVE TOTAL R/W ACQUISITION	**$68,650,000**

Source: MacKay & Somps, July 2006.

Table A-1
Detailed DUE Rates

ITE Code	Land Use Category	Model Abr.		P.M. Peak Hour Trip Rate Per Unit[1]	Trip Length	% New Trips[2]	VMT per Unit	DUE per Unit
	Industrial							
110	Light Industrial		0.98	0.98/1,000 s.f.	5.1	92	4.60	0.911
120	Heavy Industrial		0.19	0.19/1,000 s.f	5.1	92	0.89	0.177
	Average DUEs for Industrial	***IND***	***0.59***		***5.1***	***92***	***2.74***	***0.544***
130	***Industrial Park***	***HTI***	***0.86***	***0.86/1,000 s.f.***	***5.1***	***92***	***4.04***	***0.799***
140	Manufacturing		0.74	0.74/1,000 s.f.	5.1	92	3.47	0.688
150	Warehousing		0.61	0.61/1,000 s.f.	5.1	92	2.86	0.567
151	Mini-Warehousing		0.26	0.26/1,000 s.f.	3.1	92	0.74	0.147
	Residential							
210	***Single Family***	***SFDU***	***1.01***	***1.01/DU***	***5***	***100***	***5.05***	***1.000***
220	***Apartment***	***MFDU***	***0.62***	***0.62/DU***	***5***	***100***	***3.10***	***0.614***
231	Attached Condominium/Townhome		0.78	0.78/DU	5	100	3.90	0.772
240	Mobile Home Park		0.59	0.59/DU	5	100	2.95	0.584
251	***Senior Adult Housing - Detached***	***ARDU***	***0.26***	***0.26/DU***	***5***	***100***	***1.30***	***0.257***
252	Senior Adult Housing - Attached		0.11	0.11/DU	5	100	0.55	0.109
253	Congregate Care		0.17	0.17/DU	2.8	74	0.35	0.070
260	Recreational Home		0.26	0.26/DU	2.8	75	0.55	0.108
	Lodging							0.000
310	Hotel		0.59	0.59/Room	6.4	71	2.68	0.531
311	All Suites Hotel		0.40	0.40/Room	6.4	71	1.82	0.360
312	Business Hotel		0.62	0.62/Room	6.4	71	2.82	0.558
320	Motel		0.47	0.47/Room	6.4	59	1.77	0.351
	Average DUEs for Lodging	***HOTEL***	***0.520***		***6.400***	***68.000***	***2.263***	***0.448***
	Convention Center	***CC***	***13.220***	***13.22/KSF***	***6.400***	***71.000***	***60.072***	***11.895***
	Recreational							
411	***City Park***	***PARK, CEM, FAIR, PQP***	***0.16***	***0.16/Acre***	***6.4***	***90***	***0.92***	***0.182***
430	***Golf Course***	***GOLF***	***2.74***	***2.74/Hole***	***7.1***	***90***	***17.51***	***3.467***
444	Movie Theater		3.80	3.80/1000 sf	2.3	85	7.43	1.471
492	Health/Fitness Club		4.05	4.05/1000 s.f.	3	75	9.11	1.804
493	Athletic Club		5.26	5.26/1000 s.f.	3	75	11.84	2.344
495	***Recreational Community Center***	***LODGE***	***1.64***	***1.64/1,000 s.f.***	***3***	***75***	***3.69***	***0.731***
	Institutional							
520	Elementary School		1.20	1.20/1000 s.f.	4.3	80	4.13	0.817
536	Private School (K - 12)		1.70	1.70/1000 s.f.	4.3	80	5.85	1.158
530	High School		0.97	0.97/1000 s.f.	4.3	90	3.75	0.743
	Elementary/H.S.	***SCHOOL***	***0.04***	***0.04/student***	***4.3***	***83.00***	***0.14***	***0.028***
	University	***UNIV***	***0.21***	***0.21/student***	***4.3***	***83.00***	***0.75***	***0.148***
560	***Church***	***CHURCH***	***0.66***	***0.66/1,000 s.f.***	***3.9***	***90***	***2.32***	***0.459***
565	Day Care Center		13.18	13.18/1,000 s.f.	2	74	19.51	3.863
590	Library		7.09	7.09/1,000 s.f.	3.9	90	24.89	4.928
	Medical							
610	***Hospital***	***HOSP***	***1.18***	***1.18/1,000 s.f.***	***6.4***	***77***	***5.82***	***1.151***
620	***Nursing Home***	***CONV***	***0.42***	***0.42/1,000 s.f.***	***2.8***	***75***	***0.88***	***0.175***
630	***Clinic***	***MED***	***5.18***	***5.18/1,000 s.f.***	***4.8***	***92***	***22.87***	***4.530***
	Office							
710	Up to 50,000 s.f.		4.27	4.27/1,000 s.f.	5.1	92	20.03	3.967
	50,001 - 150,000 s.f.		1.91	1.91/1,000 s.f.	5.1	92	8.96	1.775
	150,001 - 300,000 s.f.		1.47	1.47/1,000 s.f.	5.1	92	6.90	1.366
	300,001 - 500,000 s.f.		1.32	1.32/1,000 s.f.	5.1	92	6.19	1.226
	500,000 - 800,000 s.f.		1.24	1.24/1,000 s.f.	5.1	92	5.82	1.152
	> 800,000 s.f.		1.22	1.22/1,000 s.f.	5.1	92	5.72	1.134
	Average DUESs for Office	***OFF***	***1.91***		***5.1***	***92***	***8.94***	***1.770***
720	Medical - Dental Office Building		3.72	3.72/1000 s.f.	5.1	77	14.61	2.893
	Retail							
812	Building Materials & Lumber Yard		4.49	4.49/1,000 s.f.	1.7	36	2.75	0.544
814	Specialty Center		2.71	2.71/1,000 s.f.	3.6	78	7.61	1.507
815	Discount Store		5.06	5.06/1,000 s.f.	1.8	57	5.19	1.028
816	Hardware Store		4.84	4.84/1,000 s.f.	1.7	36	2.96	0.587
817	Nursery		3.80	3.80/1,000 s.f.	1.7	36	2.33	0.461
820	Shopping Center							
	< 200,000 s.f.		6.26	6.26/1,000 s.f.	1.8	59	6.65	1.316
	200,001-500,000 s.f.		4.09	4.09/1,000 s.f.	2.3	76	7.15	1.416
	500,000s.f.-1,000,000 s.f.		3.16	3.16/1,000 s.f.	3	78	7.39	1.464
	Average DUESs for Retail	***RET***	***4.50***		***2.37***	***71.00***	***7.57***	***1.498***
	>1,000,000 s.f.	***MALL***	***2.49***	***2.49/1,000 s.f.***	***3.6***	***78***	***6.99***	***1.385***
931	Quality Restaurant		7.49	7.49/1,000 s.f.	2.5	79	14.79	2.929
932	High Turnover Restaurant		10.92	10.92/1,000 s.f.	1.9	76	15.77	3.122
933	Fast Food w/o Drive-In		26.15	26.15/1,000 s.f.	1.7	49	21.78	4.313
934	Fast Food Drive-In		34.64	34.64/1,000 s.f.	1.7	49	28.86	5.714
941	Quick Lube Vehicle Shop		5.19	5.19/Srvc. Pos.	2.2	83	9.48	1.877
942	Automobile Care Center		3.38	3.38/1000 s.f.	2.2	83	6.17	1.222
841	New Car Sales		2.64	2.64/1,000 s.f.	2.4	76	4.82	0.954
843	Automobile Parts Sales		5.98	5.98/1000 s.f.	3.6	78	16.79	3.325
944	Gasoline/Service Station		13.86	13.86/Fueling Pos.	1.9	20	5.27	1.043
945	Gas/Serv. Stn. W/Conv. Market		13.38	13.38/Fueling Pos.	1.9	20	5.08	1.007
946	Gas/Serv. Stn. W/Conv. Mkt./Wash		13.33	13.33/Fueling Pos.	1.9	20	5.07	1.003
848	Tire Store		4.15	4.15/1,000 s.f.	2.2	80	7.30	1.446
850	Supermarket		10.45	10.45/1,000 s.f.	1.7	48	8.53	1.689
851	Convenience Market 24-hour		52.41	52.41/1,000 s.f.	1.5	22	17.30	3.425
852	Convenience Market < 24-hour		34.57	34.57/1,000 s.f.	1.5	22	11.41	2.259
853	Convenience Market w/Gas Pumps		60.61	60.61/1,000 s.f.	1.5	22	20.00	3.961
861	Discount Club		4.24	4.24/1,000 s.f.	2.3	79	7.70	1.526
862	Home Improvement Superstore		2.45	2.45/1000s.f.	1.8	52	2.29	0.454
863	Electronics Superstore		4.50	4.50/1000s.f.	1.8	60	4.86	0.962
864	Toy/Childrens Superstore		4.99	4.99/1000 s.f.	1.8	59	5.30	1.049
880	Drugstore W/O Drive-Thru		8.42	8.42/1000 s.f.	1.8	47	7.12	1.411
881	Drugstore W/Drive-Thru		8.62	8.62/1000 s.f.	1.8	51	7.91	1.567
890	Furniture Store		0.46	0.46/1,000 s.f.	3.6	78	1.29	0.256
911	Walk-In Bank		33.15	33.15/1,000 s.f.	1.6	77	40.84	8.087
912	Drive-In Bank		45.74	45.74/1,000 s.f.	1.6	57	41.71	8.260

1. Source: ITE Trip Generation, 7th Edition.
2. Source: ITE Journal, May 1992
DUE Rates are consistent with SPRTA and JPA fee programs.
Bold Used as average DUEs for model land uses.

Attachment B

Select Link Results from 2025 South Placer Model
For Fair Share Calculation

Table B-1 Total 2004 Assigned PM Peak Hour Trips

Total Assigned PM Pkhr Trips	Origins	1 Placer Vineyards	2 SPRTA	3 Other	Total
	1 Placer Vineyards	3	8	33	44
	2 SPRTA	13	43,806	17,630	61,448
	3 Other	60	17,838	416,789	434,688
	Total	75	61,653	434,453	496,181

Table B-2 Total 2025 Assigned PM Peak Hour Trips

Total Assigned PM Pkhr Trips	Origins	1 Placer Vineyards	2 SPRTA	3 Other	Total
	1 Placer Vineyard	2,950	2,302	3,126	8,378
	2 SPRTA	2,657	96,293	47,737	146,686
	3 Other	3,860	36,185	611,089	651,134
	Total	9,466	134,780	661,952	806,198

% Growth 2004 to 2025
100.0%
56.3%
33.8%

Table B-3 Trips Using Select Links in 2025

Origins	Destinations: 1 Placer Vineyards	Destinations: 2 SPRTA	Destinations: 3 Other	Destinations: Total	Trip Allocation[1]: 2025	Trip Allocation[1]: Growth	Trip Allocation[1]: Existing	Percent Use: 2025	Percent Use: Growth	Percent Use: Existing
1 Placer Parkway										
1 Placer Vineyards	0	157	18	175	207	207	0	1.7%	3.4%	0.0%
2 SPRTA	233	4,010	4,026	8,269	7,803	4,390	3,412	63.8%	72.9%	55.0%
3 Other	6	3,169	608	3,784	4,218	1,426	2,792	34.5%	23.7%	45.0%
Total	239	7,336	4,652	12,227	12,227	6,023	6,204	100%	100%	100%
2 Watt Ave Extension										
1 Placer Vineyards	0	150	22	173	193	193	0	7.5%	13.6%	0.0%
2 SPRTA	207	1,243	446	1,896	1,879	1,057	822	73.0%	74.4%	71.2%
3 Other	6	469	31	506	503	170	333	19.5%	12.0%	28.8%
Total	213	1,862	500	2,575	2,575	1,420	1,155	100%	100%	100%
3 Watt Ave Widening - Baseline to Pleasant Grove										
1 Placer Vineyards	0	901	22	923	916	916	0	19.0%	32.7%	0.0%
2 SPRTA	903	295	1,216	2,414	2,527	1,422	1,105	52.4%	50.7%	54.8%
3 Other	6	1,445	31	1,483	1,376	465	911	28.6%	16.6%	45.2%
Total	910	2,641	1,269	4,820	4,820	2,804	2,016	100%	100%	100%
4 PFE Widening - Watt to Walerga										
1 Placer Vineyards	0	57	46	104	133	133	0	13.4%	25.4%	0.0%
2 SPRTA	62	93	235	390	451	254	197	45.4%	48.3%	42.2%
3 Other	100	362	37	500	409	138	271	41.2%	26.3%	57.8%
Total	163	512	318	993	993	525	468	100%	100%	100%
5 Walerga/PFE										
1 Placer Vineyards	0	47	61	108	120	120	0	2.5%	5.3%	0.0%
2 SPRTA	55	159	2,234	2,448	2,384	1,341	1,042	48.9%	59.3%	39.9%
3 Other	78	2,113	129	2,319	2,372	802	1,570	48.6%	35.4%	60.1%
Total	133	2,319	2,424	4,875	4,875	2,263	2,612	100%	100%	100%
6 Walerga/Town Center Dr										
1 Placer Vineyards	0	95	40	135	191	191	0	5.0%	10.3%	0.0%
2 SPRTA	158	286	1,583	2,027	1,950	1,097	853	51.2%	59.3%	43.6%
3 Other	89	1,493	63	1,645	1,665	563	1,102	43.7%	30.4%	56.4%
Total	247	1,874	1,686	3,807	3,807	1,852	1,955	100%	100%	100%
7 Fiddyment/Baseline										
1 Placer Vineyards	0	617	88	705	881	881	0	11.5%	21.4%	0.0%
2 SPRTA	975	1,227	2,248	4,450	4,270	2,403	1,868	55.9%	58.2%	53.1%
3 Other	83	2,247	157	2,487	2,490	842	1,648	32.6%	20.4%	46.9%
Total	1,058	4,091	2,493	7,642	7,642	4,126	3,516	100%	100%	100%
8 Watt Ave Widening - Placer County line to Anelope Rd										
1 Placer Vineyards	0	0	1,124	1,124	1,192	1,192	0	15.3%	31.4%	0.0%

2 SPRTA	2	0	1,679	1,681	1,678	944	734	21.6%	24.9%	18.5%
3 Other	1,258	1,675	2,031	4,964	4,899	1,656	3,243	63.1%	43.7%	81.5%
Total	1,260	1,676	4,834	7,769	7,769	3,792	3,977	100%	100%	100%
9 16th Street Widening - Placer County line to Elverta Rd										
1 Placer Vineyards	0	0	593	593	723	723	0	34.0%	57.2%	0.0%
2 SPRTA	0	0	215	215	296	166	129	13.9%	13.2%	15.0%
3 Other	853	376	87	1,316	1,105	374	732	52.0%	29.6%	85.0%
Total	853	376	895	2,124	2,124	1,263	861	100%	100%	100%
10 16th Street/Elverta Rd										
1 Placer Vineyards	0	0	608	608	751	751	0	17.7%	37.2%	0.0%
2 SPRTA	0	0	288	289	410	230	179	9.7%	11.4%	8.1%
3 Other	894	531	1,912	3,338	3,073	1,039	2,034	72.6%	51.4%	91.9%
Total	895	531	2,809	4,234	4,234	2,021	2,213	100%	100%	100%
11 Watt/Elverta Rd										
1 Placer Vineyards	0	0	1,131	1,132	1,199	1,199	0	13.7%	28.8%	0.0%
2 SPRTA	2	0	1,767	1,769	1,841	1,036	805	21.0%	24.9%	17.5%
3 Other	1,264	1,913	2,678	5,856	5,716	1,933	3,783	65.3%	46.4%	82.5%
Total	1,266	1,914	5,576	8,756	8,756	4,167	4,589	100%	100%	100%
12 Walerga/Elverta Rd										
1 Placer Vineyards	0	0	218	218	218	218	0	3.3%	7.9%	0.0%
2 SPRTA	2	2	1,837	1,841	1,753	986	766	26.7%	35.8%	20.1%
3 Other	215	1,661	2,630	4,506	4,596	1,554	3,042	70.0%	56.3%	79.9%
Total	217	1,664	4,685	6,566	6,566	2,758	3,808	100%	100%	100%
13 Watt/Antelope Rd										
1 Placer Vineyards	0	0	576	576	667	667	0	12.8%	27.7%	0.0%
2 SPRTA	0	0	788	788	926	521	405	17.8%	21.6%	14.5%
3 Other	758	1,064	2,025	3,848	3,618	1,223	2,395	69.4%	50.7%	85.5%
Total	758	1,064	3,389	5,212	5,212	2,412	2,800	100%	100%	100%
14 Walerga/Antelope Rd										
1 Placer Vineyards	0	0	197	197	161	161	0	3.8%	9.1%	0.0%
2 SPRTA	0	0	930	930	1,044	588	457	24.7%	33.2%	18.6%
3 Other	124	1,158	1,818	3,100	3,023	1,022	2,001	71.5%	57.7%	81.4%
Total	124	1,158	2,945	4,228	4,228	1,770	2,457	100%	100%	100%
15 Watt/Elkhorn Blvd										
1 Placer Vineyards	0	0	499	499	593	593	0	8.2%	19.5%	0.0%
2 SPRTA	0	0	738	738	904	509	395	12.5%	16.7%	9.4%
3 Other	688	1,069	4,237	5,993	5,734	1,939	3,795	79.3%	63.8%	90.6%
Total	688	1,069	5,474	7,231	7,231	3,040	4,190	100%	100%	100%
16 Watt/Air Base Drive										
1 Placer Vineyards	0	0	286	286	351	351	0	5.1%	12.8%	0.0%
2 SPRTA	0	0	507	507	772	434	338	11.1%	15.8%	8.1%
3 Other	417	1,037	4,686	6,139	5,809	1,964	3,845	83.8%	71.4%	91.9%
Total	417	1,037	5,479	6,932	6,932	2,749	4,182	100%	100%	100%
17 Watt/Roseville Rd										
1 Placer Vineyards	0	0	226	226	268	268	0	3.5%	8.9%	0.0%
2 SPRTA	0	0	988	988	1,130	636	494	14.7%	21.0%	10.6%
3 Other	311	1,272	4,877	6,460	6,275	2,122	4,154	81.8%	70.1%	89.4%
Total	311	1,272	6,090	7,673	7,673	3,026	4,648	100%	100%	100%
18 Pleasant Grove (north)/Riego Rd										
1 Placer Vineyards	0	2	579	581	631	631	0	14.7%	31.4%	0.0%
2 SPRTA	18	0	449	467	643	362	281	15.0%	18.0%	12.4%
3 Other	662	818	1,749	3,229	3,003	1,015	1,988	70.2%	50.6%	87.6%
Total	680	820	2,777	4,277	4,277	2,008	2,269	100%	100%	100%

PM Pkhr Select Link Matrix

19 Pleasant Grove (south)/Riego Rd										
1 Placer Vineyards	4	2	595	602	650	650	0	15.3%	32.1%	0.0%
2 SPRTA	22	0	582	604	727	409	318	17.1%	20.2%	14.4%
3 Other	672	849	1,517	3,038	2,866	969	1,897	67.5%	47.8%	85.6%
Total	699	851	2,694	4,243	4,243	2,028	2,215	100%	100%	100%
20 SR-70/99 Widening - Sankey Rd to Elkhorn Blvd										
1 Placer Vineyards	0	0	358	358	432	432	0	3.3%	8.4%	0.0%
2 SPRTA	0	0	1,888	1,888	2,076	1,168	908	16.0%	22.7%	11.6%
3 Other	506	2,265	7,973	10,744	10,482	3,544	6,938	80.7%	68.9%	88.4%
Total	506	2,265	10,219	12,991	12,991	5,144	7,846	100%	100%	100%
21 SR-65 Widening - Blue Oaks Blvd to Galleria Blvd										
1 Placer Vineyards	0	27	61	88	54	54	0	0.4%	0.87725%	0.0%
2 SPRTA	9	4,817	4,378	9,204	8,393	4,723	3,671	67.1%	76.8%	57.7%
3 Other	10	2,739	465	3,214	4,059	1,372	2,687	32.5%	22.3%	42.3%
Total	20	7,583	4,903	12,506	12,506	6,149	6,358	100%	100%	100%
22 I-80 Widen - Longview to Watt										
1 Placer Vineyards	0	0	3	3	10	10	0	0.1%	0.18929%	0.0%
2 SPRTA	0	0	1,958	1,958	2,211	1,244	967	15.8%	23.8%	11.0%
3 Other	16	2,464	9,562	12,043	11,784	3,984	7,800	84.1%	76.1%	89.0%
Total	16	2,464	11,524	14,005	14,005	5,238	8,767	100%	100%	100%
23 I-80 Widen - Antelope Rd to Douglas Blvd										
1 Placer Vineyards	0	0	0	0	1	1	0	0.0%	0.01105%	0.0%
2 SPRTA	2	169	9,354	9,525	8,997	5,062	3,935	37.7%	50.2%	28.5%
3 Other	0	8,300	6,051	14,351	14,878	5,030	9,848	62.3%	49.8%	71.5%
Total	2	8,470	15,405	23,876	23,876	10,093	13,783	100%	100%	100%
24 I-80 Widen - Auburn Blvd to Madison Ave										
1 Placer Vineyards	0	0	0	0	0	0	0	0.0%	0.00399%	0.0%
2 SPRTA	0	0	1,868	1,868	3,842	2,162	1,680	22.5%	32.6%	16.1%
3 Other	1	5,816	9,392	15,208	13,234	4,474	8,760	77.5%	67.4%	83.9%
Total	1	5,816	11,260	17,076	17,076	6,636	10,440	100%	100%	100%
25 Locust Rd Widening - Placer County										
1 Placer Vineyards	20	7	342	368	459	459	0	26.4%	48.1%	0.0%
2 SPRTA	19	0	283	302	282	159	123	16.2%	16.6%	15.7%
3 Other	513	255	300	1,068	996	337	660	57.3%	35.3%	84.3%
Total	551	262	925	1,738	1,738	955	783	100%	100%	100%
26 Watt Ave Widening - Antelope Rd to Elkhorn Blvd										
1 Placer Vineyards	0	0	443	443	551	551	0	10.2%	23.1%	0.0%
2 SPRTA	0	0	698	698	848	477	371	15.7%	20.0%	12.3%
3 Other	659	999	2,604	4,262	4,004	1,354	2,650	74.1%	56.8%	87.7%
Total	659	999	3,745	5,403	5,403	2,382	3,021	100%	100%	100%
27 Sorento Rd Widening - Placer County line to Elverta Rd										
1 Placer Vineyards	0	0	29	29	52	52	0	3.2%	8.1%	0.0%
2 SPRTA	0	0	271	271	263	148	115	16.1%	23.0%	11.7%
3 Other	74	256	1,001	1,331	1,316	445	871	80.7%	69.0%	88.3%
Total	74	256	1,301	1,631	1,631	645	986	100%	100%	100%
28 Elwyn Ave Widening - Placer County line to Elverta Rd										
1 Placer Vineyards	0	0	234	234	335	335	0	30.3%	54.2%	0.0%
2 SPRTA	0	0	120	120	104	59	46	9.4%	9.5%	9.4%
3 Other	436	89	226	750	665	225	440	60.2%	36.3%	90.6%
Total	436	89	579	1,104	1,104	618	486	100%	100%	100%
29 Dry Creek Rd Widening - U St to Ascot Ave										
1 Placer Vineyards	0	0	114	114	217	217	0	12.0%	27.3%	0.0%

2 SPRTA	0	0	43	43	175	99	77	9.7%	12.4%	7.5%
3 Other	320	307	1,029	1,656	1,421	480	940	78.4%	60.3%	92.5%
Total	320	307	1,186	1,813	1,813	796	1,017	100%	100%	100%
30 Sorento Rd/Elverta Rd										
1 Placer Vineyards	0	0	391	391	598	598	0	12.8%	28.9%	0.0%
2 SPRTA	0	0	330	330	393	221	172	8.4%	10.7%	6.6%
3 Other	805	455	2,708	3,969	3,699	1,251	2,448	78.9%	60.4%	93.4%
Total	806	455	3,429	4,690	4,690	2,070	2,620	100%	100%	100%
31 Elwyn Ave/Elverta Rd										
1 Placer Vineyards	0	0	431	431	642	642	0	14.8%	33.1%	0.0%
2 SPRTA	0	0	174	174	214	120	93	4.9%	6.2%	3.9%
3 Other	852	253	2,633	3,738	3,488	1,179	2,309	80.3%	60.7%	96.1%
Total	852	253	3,238	4,343	4,343	1,941	2,402	100%	100%	100%
32 Palladay Rd/Elverta Rd										
1 Placer Vineyards	0	0	115	115	376	376	0	11.5%	26.8%	0.0%
2 SPRTA	0	0	57	57	206	116	90	6.3%	8.3%	4.8%
3 Other	637	355	2,119	3,111	2,702	913	1,788	82.3%	65.0%	95.2%
Total	637	355	2,292	3,284	3,284	1,406	1,878	100%	100%	100%
33 Dry Creek Rd/Elkhorn Blvd										
1 Placer Vineyards	0	0	111	111	223	223	0	6.6%	16.4%	0.0%
2 SPRTA	0	0	177	177	312	176	136	9.2%	12.9%	6.8%
3 Other	335	447	2,309	3,091	2,844	962	1,883	84.2%	70.7%	93.2%
Total	335	447	2,598	3,379	3,379	1,360	2,019	100%	100%	100%
34 Walerga Rd/Elkhorn Blvd										
1 Placer Vineyards	0	0	319	319	323	323	0	4.6%	11.4%	0.0%
2 SPRTA	0	0	1,055	1,055	1,161	653	508	16.6%	23.0%	12.2%
3 Other	327	1,267	4,046	5,640	5,530	1,870	3,660	78.8%	65.7%	87.8%
Total	327	1,267	5,420	7,014	7,014	2,846	4,168	100%	100%	100%
35 Pleasant Grove Widening - Riego Rd to Placer County line										
1 Placer Vineyards	4	1	36	41	73	73	0	4.3%	10.8%	0.0%
2 SPRTA	8	0	278	286	271	153	119	16.0%	22.4%	11.7%
3 Other	93	256	1,017	1,366	1,348	456	892	79.6%	66.9%	88.3%
Total	106	256	1,330	1,693	1,693	682	1,011	100%	100%	100%
36 Watt Ave Widening - Elkhorn Blvd to Don Julio Blvd										
1 Placer Vineyards	0	0	320	320	387	387	0	9.6%	22.0%	0.0%
2 SPRTA	0	0	438	438	593	334	259	14.6%	19.0%	11.3%
3 Other	454	748	2,088	3,290	3,068	1,037	2,031	75.8%	59.0%	88.7%
Total	454	748	2,846	4,047	4,047	1,758	2,290	100%	100%	100%
37 Elkhorn Blvd Widening - Walerga Rd to I-80										
1 Placer Vineyards	0	0	284	284	289	289	0	3.1%	8.1%	0.0%
2 SPRTA	0	0	1,062	1,062	929	523	406	9.9%	14.6%	7.0%
3 Other	295	797	6,993	8,085	8,212	2,776	5,435	87.1%	77.4%	93.0%
Total	295	797	8,338	9,430	9,430	3,589	5,842	100%	100%	100%
38 Business-80 Widen - Fulton Ave to Watt Ave										
1 Placer Vineyards	0	0	88	88	83	83	0	0.7%	1.7%	0.0%
2 SPRTA	0	0	3,122	3,122	3,054	1,718	1,336	23.9%	34.0%	17.3%
3 Other	79	2,986	6,493	9,558	9,630	3,256	6,374	75.4%	64.4%	82.7%
Total	79	2,986	9,703	12,768	12,768	5,058	7,710	100%	100%	100%

Notes:
1. Allocation to district includes all trips with both ends within district plus 1/2 trips with one end in another district.
PM Peak Hour Select Link based on 2025 South Placer Model.
Source: Fehr & Peers, 2006.