

APPENDIX B2

**Fiddymment Ranch SPA 3
Revised Project Memorandum,
DKS Associates, 2013**

MEMORANDUM

DATE: August 19, 2013
TO: Katherine Waugh, Dudek
FROM: David Tokarski and Pelle Clarke
SUBJECT: Fiddymment Ranch SPA 3 Revised Project

P 13051-000

INTRODUCTION

This memorandum addresses existing and existing plus project conditions associated with a modification to the Fiddymment Ranch Specific Plan Amendment 3 project. The modification reduces the number of multi-family units and reduces the trip generation and buildout of the project as originally proposed and analyzed in the Draft EIR.

The analysis contained in this memorandum:

- modifies the trip generation tables contained in the Draft EIR to identify reductions in daily trip generation
- analyzes existing intersection conditions based upon current year 2013 traffic volumes
- analyzes existing plus project conditions based upon current year 2013 traffic volumes and the reduced trip generation of the modified project
- identifies significant impacts and recommends measures to mitigate Existing Plus Project impacts.
- contains tables showing all impacts and “near” impacts to document this project’s relationship with analyses conducted for Fiddymment Ranch, Creekview and Westbrook.
- Updates future analyses conducted for Fiddymment SPA 3 at the one significantly impacted intersection under Year 2025 Cumulative Conditions
- Analyzes future Levels of Service at selected City of Rocklin intersections

PROJECT DESCRIPTION

The Fiddymment Ranch Specific Plan Amendment 3 Project would allow for the addition of 1,661 additional units within Fiddymment Ranch. Of the additional 1,661 units, 580 units are proposed as low density residential (LDR), 609 units are proposed as medium density residential (MDR), and 472 units as high density residential (HDR). This is a modification to the original Fiddymment Ranch Specific Plan Amendment 3 proposal where a total of 1,905 additional units were proposed.

TRIP GENERATION

Table 1 summarizes approved and proposed land use and daily trip generation for the Fiddymment Ranch SPA 3 project. As approved under the West Roseville Specific Plan, land uses within the project area are estimated to generate 12,224 daily trip ends. As proposed, the project is estimated to generate 27,564 daily trip ends. Compared to the planned land uses, the proposed project increases daily trip ends by 15,340. Peak hour trip generation is summarized in Table 8.

In comparison, the previously proposed Fiddymment Ranch SPA3 project would have generated 16,610 additional trips compared to the planned land uses. The revised project would result in 1,270 fewer trips, a reduction of 7.7 percent.

TRAFFIC COUNTS

Existing intersection turning movement counts were obtained for all signalized intersections within the City of Roseville. Counts were collected in 2013 on Tuesday, April 23, Wednesday, April 24th, and Thursday, April 25th during the a.m. and p.m. peak hours.

Traffic counts were conducted in 15-minute intervals at four locations in Placer County:

- Watt Avenue and PFE Road
- Walerga Road and PFE Road
- Fiddymment Road and Athens Avenue
- Industrial Avenue and Athens Avenue

Traffic counts were conducted in 15-minute intervals at three locations in Sutter County:

- Pleasant Grove North and Riego Road
- Pleasant Grove South and Riego Road
- State Route 70/99 and Riego Road

Table 1**Approved and Proposed Land Use and Daily Trip Generation
Fiddymment Ranch SPA3**

<i>Land Use</i>	<i>Units</i>			<i>Daily Trip Ends Per Unit</i>	<i>Daily Trip Ends</i>		
	<i>Approved</i>	<i>Proposed Project</i>	<i>Proposed Project vs. Approved</i>		<i>Approved</i>	<i>Proposed Project</i>	<i>Proposed Project vs. Approved</i>
Single Family	1,288	1995	+ 707	9 per DU	11,592	17,955	+ 6,363
Multi Family	0	954	+ 954	6.5 per unit	0	6,201	+ 6,201
Total Residential	1,288	2949	+ 1,661		11,592	24,156	+ 12,564
Commercial	0.0	79.2	+ 79.2	35 Per KSF	0	2,771	+ 2,771
School	approx. 600 students	approx. 600 students	+ 0 students	1 per student	600	600	-
Park	14.6	16.8	2.2	2.2 per Acre	32	37	-
Total Trips					12,224	27,564	+ 15,340

Notes:

Based on SPA3 parcels only.

Commercial based on 0.25 FAR.

Single-family includes all low density residential (LDR) and any medium density residential (MDR) under 10 dwelling units (du)per acre. Multi-family includes all high density residential (HDR) and any MDR greater than 10 du/acre.



Traffic counts were conducted in 15-minute intervals at six locations in Sacramento County:

- Antelope Road and Watt Avenue
- Antelope Road and Walerga Road
- Elkhorn Boulevard and Watt Avenue
- Elkhorn Boulevard and Walerga Road
- Elverta Road and Watt Avenue
- Elverta Road and Walerga Road

STANDARDS OF SIGNIFICANCE

For the purposes of this technical memorandum, a significant impact would occur if development of the Fiddymment Ranch SPA 3 Revised Project would:

City of Roseville

- Cause a signalized intersection operating at LOS C or better to function at LOS D or worse during either the a.m. or p.m. peak hour;
- Cause a signalized intersection operating at LOS D or E to degrade by one or more LOS category (i.e. from LOS D to LOS E) during either the a.m. or p.m. peak hour;

Placer County

Standard for intersections identified in the Capital Improvement Program (CIP):

- Cause a signalized intersection functioning at LOS C or better (D or better within or adjacent to the Placer Vineyards Specific Plan) to function at LOS D or worse (E or worse within or adjacent to the Placer Vineyards Specific Plan);
- Cause an intersection already functioning at LOS D or worse (E or worse within or adjacent to the Placer Vineyards Specific Plan) to experience a V/C increase of 0.05 or more;

The LOS on roadways and intersections identified in the CIP shall be at LOS D. A specific exception to this standard includes the PFE Road/Walerga Road intersection that shall be LOS F as defined by Goal 6 contained within the Dry Creek/West Placer Community Plan adopted July 2011. Based on this LOS policy, a project would have an adverse impact on the PFE Road/Walerga Road intersection if the following were to occur:

- Any worsening of LOS E or F conditions as measured by increased volume-to-capacity (v/c) ratio of 0.05 or more for signalized intersections or by increased delay of 5 seconds or more for unsignalized intersections.

Sacramento County

- Cause an intersection previously identified as functioning at LOS E or better to function at LOS F;
- Cause an intersection already functioning at LOS F to experience a V/C increase of 0.05 or more;

Sutter County

- Cause an intersection already operating at LOS D or better to function at LOS E or worse;

State Highway Facilities

- Increase congestion to the extent that operations on a state highway would deteriorate to levels below those identified in Caltrans' Transportation Concept Report (TCR). The TCR for Hwy 70/99 indicates this state highway has a LOS "E" standard.

PROPOSED PROJECT

Table 1 summarizes trip generation and land use for the modification to the Fiddymment Ranch SPA3 project. DKS added the proposed project to the City's travel demand model and used the model to calculate existing plus project peak hour turning movement volumes and levels of service within the City of Roseville as well as for the City of Rocklin and counties of Placer, Sutter and Sacramento.

Tables 2 and 3 summarize existing and existing plus project peak hour intersection operating conditions in the City of Roseville during the a.m. and p.m. peak hours. Tables 4, 5 and 6 summarize existing and existing plus project operating conditions in Placer County, Sutter County and Sacramento County during the a.m. and p.m. peak hours. Table 7 summarizes existing and existing plus project operating conditions in the City of Rocklin during the p.m. peak hour. Intersections shown in bold highlight within the tables summarize intersection locations that do not meet the local level of service standard. Intersections shown in shaded highlight within the tables summarize intersection locations with a significant impact.

Table 2**Level of Service at Roseville Signalized Intersections****Existing 2013 Conditions Plus Project – AM Peak Hour**

			Scenario			
			Existing Conditions		Existing Plus Project	
ID	Intersection Name		LOS	V/C	LOS	V/C
Existing Signalized Intersections						
1	Atlantic St & Tiger Way/Center St		A	0.38	A	0.38
2	Atlantic St & Wills Rd		A	0.46	A	0.46
3	Atlantic St & Yosemite St		A	0.45	A	0.47
4	Baseline Rd & Fiddymment Rd		A	0.59	B	0.66
5	Blue Oaks Blvd & Crocker Ranch Rd		A	0.25	A	0.35
6	Blue Oaks Blvd & Del Webb Blvd		A	0.17	A	0.30
7	Blue Oaks Blvd & Fiddymment Rd		A	0.28	A	0.47
8	Blue Oaks Blvd & New Meadow Dr		B	0.63	C	0.75
9	Blue Oaks Blvd & Orchard View		A	0.13	A	0.35
10	Blue Oaks Blvd & Diamond Creek Blvd		A	0.39	A	0.57
11	Blue Oaks Blvd & Foothills Blvd		C	0.72	D	0.83
12	Blue Oaks Blvd & Woodcreek Oaks Blvd		B	0.63	C	0.71
13	Cirby Way & Sunrise Ave		C	0.77	C	0.76
14	Cirby Way & Foothills Blvd		B	0.66	B	0.68
15	Cirby Way & Melody Ln		A	0.53	A	0.55
16	Cirby Way & Northridge Dr		A	0.59	B	0.62
17	Cirby Way & Oak Ridge Dr		A	0.44	A	0.44
18	Cirby Way & Orlando Ave		A	0.49	A	0.46
19	Cirby Way & Parkview Dr		A	0.45	A	0.45
20	Cirby Way & Riverside Ave		C	0.73	C	0.72
21	Cirby Way & Rocky Ridge Dr		A	0.58	A	0.59
22	Cirby Way & San Simeon Dr		A	0.41	A	0.42
23	Cirby Way & Vernon St		B	0.67	C	0.70
24	Douglas Blvd & Eureka Rd		A	0.53	A	0.53
25	Douglas Blvd & Rocky Ridge Dr		A	0.52	A	0.51
26	Douglas Blvd & Santa Clara Dr		A	0.44	A	0.44
27	Douglas Blvd & Sierra Gardens Dr		A	0.43	A	0.43
28	Douglas Blvd & Sunrise Ave		A	0.56	A	0.55
29	Douglas Blvd & Target Dwy		A	0.36	A	0.37
30	Douglas Blvd & E Roseville Pkwy		B	0.69	C	0.70
31	Douglas Blvd & Folsom Rd		A	0.37	A	0.39
32	Douglas Blvd & Harding Blvd		A	0.52	A	0.54
33	Douglas Blvd & Judah St		A	0.32	A	0.34
34	Douglas Blvd & Keehner Ave		A	0.31	A	0.32
35	Douglas Blvd & Park Dr		A	0.23	A	0.24
36	Douglas Blvd & Sierra College Blvd		C	0.71	C	0.71
37	Eureka Rd & Lead Hill Blvd		A	0.33	A	0.34
38	Eureka Rd & N. Sunrise Ave		A	0.42	A	0.44
39	Eureka Rd & Rocky Ridge Dr		A	0.45	A	0.47
40	Eureka Rd & Ashland Dr		A	0.22	A	0.22
41	Eureka Rd & Deer Valley Apts Dwy		A	0.31	A	0.30
42	Fairway Dr & Central Park Dr/Lowes Dwy		A	0.16	A	0.17
43	Fairway Dr & Cortina Cir		A	0.17	A	0.18

Table 2**Level of Service at Roseville Signalized Intersections****Existing 2013 Conditions Plus Project – AM Peak Hour**

			Scenario			
			Existing Conditions		Existing Plus Project	
ID	Intersection Name		LOS	V/C	LOS	V/C
44	Fairway Dr & Five Star Blvd		A	0.14	A	0.14
45	Fairway Dr & Home Depot Dwy		A	0.15	A	0.16
46	Fairway Dr & Target Dwy/Rosehall Dr		A	0.21	A	0.22
47	Del Webb Blvd/Village Green Dr & Fiddymment Rd		A	0.32	A	0.46
48	Hayden Pkwy North & Fiddymment Rd		A	0.10	A	0.19
49	Hayden Pkwy South & Fiddymment Rd		A	0.29	A	0.47
50	Baseline Rd/Main St & Foothills Blvd		B	0.66	B	0.68
51	Misty Wood Dr/NEC Dwy & Foothills Blvd		A	0.28	A	0.29
52	Albertsons Dr & Foothills Blvd		A	0.27	A	0.30
54	Roseville Pkwy/HP Central Dwy & Foothills Blvd		A	0.21	A	0.23
55	HP South Dwy & Foothills Blvd		A	0.19	A	0.20
56	Junction Blvd & Foothills Blvd		A	0.47	A	0.48
57	McAnally Dr & Foothills Blvd		A	0.39	A	0.44
58	Pleasant Grove Blvd & Foothills Blvd		A	0.55	B	0.60
59	Rand Way/Pilgrims Dr & Foothills Blvd		A	0.34	A	0.38
60	Vineyard Rd & Foothills Blvd		A	0.53	A	0.56
61	Antelope Creek Dr & Galleria Blvd		A	0.31	A	0.33
62	Berry St & Galleria Blvd		A	0.50	A	0.51
63	Roseville Pkwy & Galleria Blvd		A	0.54	A	0.57
64	Wills Rd & Harding Blvd		A	0.50	A	0.51
65	Estates Dr & Harding Blvd		A	0.35	A	0.35
66	Lead Hill Blvd & Harding Blvd		A	0.37	A	0.40
67	Roseville Square Dwy & Harding Blvd		A	0.27	A	0.27
68	Junction Blvd & Stonecrest Dr/Magenta Dr		A	0.24	A	0.23
69	Junction Blvd & Americana Dr		A	0.35	A	0.37
70	Baseline Rd & Junction Blvd		A	0.29	A	0.32
71	Junction Blvd & Country Club Dr		A	0.41	A	0.40
72	Junction Blvd & Park Regency Dr		A	0.30	A	0.30
73	Junction Blvd & Porter Dr		A	0.30	A	0.32
74	Junction Blvd & Revere Dr		A	0.24	A	0.26
75	Junction Blvd & Washington Blvd		A	0.32	A	0.34
76	Junction Blvd & Woodcreek Oaks Blvd		A	0.29	A	0.32
77	Lead Hill Blvd & N. Sunrise Ave		A	0.39	A	0.39
78	Lead Hill Blvd & Rocky Ridge Dr		A	0.36	A	0.35
79	Lead Hill Blvd & Wal-Mart Dwy		A	0.19	A	0.19
80	N. Sunrise Ave & Automall Dr		A	0.29	A	0.29
81	Stone Point Dr & N. Sunrise Ave		A	0.12	A	0.13
82	Sierra Gardens Dr & N. Sunrise Ave		A	0.29	A	0.29
83	Olympus Dr & Europa St		A	0.18	A	0.18
84	PFE Rd & Hilltop Cir		A	0.41	A	0.41
85	Fairway Dr & Pleasant Grove Blvd		A	0.45	A	0.45
86	Pleasant Grove Blvd & Fiddymment Rd		A	0.43	A	0.50
87	Pleasant Grove Blvd & Gold Coast Dr/Hallissy Dr		A	0.49	A	0.50
88	Highland Park Dr & Pleasant Grove Blvd		A	0.42	A	0.42
89	Market St & Pleasant Grove Blvd		A	0.19	A	0.19
90	Pleasant Grove Blvd & Michener Dr		A	0.35	A	0.49

Table 2**Level of Service at Roseville Signalized Intersections****Existing 2013 Conditions Plus Project – AM Peak Hour**

			Scenario			
			Existing Conditions		Existing Plus Project	
ID	Intersection Name		LOS	V/C	LOS	V/C
91	Pleasant Grove Blvd & Monument Dr		A	0.26	A	0.27
92	Pleasant Grove Blvd & Rose Creek Rd		A	0.30	A	0.39
93	Pleasant Grove Blvd & Roseville Pkwy		C	0.70	C	0.71
94	Pleasant Grove Blvd & Sun City Blvd		A	0.28	A	0.40
95	Highland Pointe Dr & Pleasant Grove Blvd		A	0.43	A	0.43
96	Pleasant Grove Blvd & Washington Blvd		A	0.53	A	0.54
97	Pleasant Grove Blvd & Country Club Dr		A	0.56	B	0.61
98	Pleasant Grove Blvd & Woodcreek Oaks Blvd		A	0.49	A	0.55
99	Maidu Dr & Rocky Ridge Dr		A	0.36	A	0.35
100	McLaren Dr & Rocky Ridge Dr		A	0.34	A	0.34
101	Professional Dr & Rocky Ridge Dr		A	0.43	A	0.42
102	Rocky Ridge Dr & Stone Point Dr		A	0.12	A	0.12
103	Roseville Pkwy & Chase Dr		A	0.43	A	0.44
104	Roseville Pkwy & Creekside Ridge Dr		A	0.41	A	0.42
105	Roseville Pkwy & Gibson Dr East		A	0.47	A	0.48
106	Roseville Pkwy & N. Sunrise Ave		B	0.62	B	0.63
107	Roseville Pkwy & Reserve Dr		A	0.50	A	0.52
108	Roseville Pkwy & Secret Ravine Pkwy		A	0.42	A	0.43
109	Roseville Pkwy & Taylor Rd		B	0.69	C	0.70
110	West Mall Dwy & Roseville Pkwy		A	0.47	A	0.49
111	Alexandra Dr & Roseville Pkwy		A	0.41	A	0.42
112	Eureka Rd & Roseville Pkwy		A	0.42	A	0.42
113	Lead Hill Blvd/Orvieto Dr & Roseville Pkwy		A	0.41	A	0.42
114	Roseville Pkwy & N. Cirby Way		A	0.35	A	0.36
115	Olympus Dr & Roseville Pkwy		A	0.42	A	0.43
116	Rocky Ridge Dr & Roseville Pkwy		A	0.41	A	0.42
117	Roseville Pkwy & Sierra College Blvd		A	0.58	A	0.57
118	Trestle Rd & Roseville Pkwy		A	0.23	A	0.24
119	Village Dr & Roseville Pkwy		A	0.29	A	0.29
120	Roseville Pkwy & Washington Blvd		A	0.48	A	0.50
121	S Cirby Way & Champion Oaks Dr		A	0.42	A	0.45
122	S Cirby Way & Old Auburn Rd		B	0.67	B	0.67
123	Secret Ravine Pkwy & Scarborough Dr/ Poppy Fl		A	0.30	A	0.30
124	Miners Ravine & Sierra College Blvd		A	0.35	A	0.35
125	Secret Ravine Pkwy & Sierra College Blvd		A	0.42	A	0.43
126	Eureka Rd & Sierra College Blvd		A	0.59	B	0.60
127	Indigo Creek Apts & Sierra College Blvd		A	0.38	A	0.38
128	Old Auburn Rd & Sierra College Blvd		C	0.75	C	0.75
129	Olympus Dr & Sierra College Blvd		A	0.46	A	0.46
130	Fairway Dr & Stanford Ranch Rd		A	0.35	A	0.37
131	Five Star Blvd & Stanford Ranch Rd		A	0.43	A	0.44
132	Highland Park Dr & Stanford Ranch Rd		A	0.33	A	0.33
133	Coloma Way & Sunrise Ave		B	0.60	A	0.59
134	Sandringham Way/Kensington Dr & Sunrise Ave		A	0.49	A	0.48
135	Sun Tree Dr/Kensington Dr & Sunrise Ave		A	0.59	A	0.59

Table 2**Level of Service at Roseville Signalized Intersections****Existing 2013 Conditions Plus Project – AM Peak Hour**

Intersection			Scenario			
			Existing Conditions		Existing Plus Project	
ID	Intersection Name	ID	LOS	V/C	LOS	V/C
136	Frances Dr & Sunrise Ave		A	0.50	A	0.49
137	Oak Ridge Dr & Sunrise Ave		A	0.22	A	0.22
138	Diamond Oaks Rd & Washington Blvd		A	0.57	A	0.56
139	Sawtell Rd/Derek Pl & Washington Blvd		A	0.30	A	0.30
140	Hallissy Dr & Washington Blvd		A	0.31	A	0.32
141	Baseline Rd & Woodcreek Oaks Blvd		B	0.63	B	0.69
142	Canevari Dr/Arsenault Dr & Woodcreek Oaks Blvd		A	0.52	B	0.61
143	Horncastle Ave & Woodcreek Oaks Blvd		A	0.28	A	0.33
144	McAnally Dr & Woodcreek Oaks Blvd		A	0.38	A	0.57
145	Trailee Ln & Woodcreek Oaks Blvd		A	0.32	A	0.37
146	Blue Oaks Blvd & Washington Blvd		A	0.50	A	0.54
147	Douglas Blvd & I-80 EB Ramps		A	0.38	A	0.35
148	Douglas Blvd & I-80 WB Off-Ramp		A	0.57	B	0.63
149	Atlantic St & I-80 WB On-Ramp		A	0.29	A	0.29
150	Pleasant Grove Blvd & SR 65 NB Off-Ramp		A	0.36	A	0.36
151	Pleasant Grove Blvd & SR 65 SB Off-Ramp		A	0.38	A	0.39
152	I-80 WB Off-Ramp & Riverside Ave		A	0.50	A	0.46
153	SR 65 NB On-Ramp & Stanford Ranch Rd		A	0.59	B	0.61
154	SR 65 SB On-Ramp & Galleria Blvd		A	0.38	A	0.39
155	Eureka Rd & Taylor Rd/I-80 EB Off-Ramp		B	0.69	C	0.71
156	Fairway Dr & Highland Park Dr		A	0.12	A	0.14
157	I-80 EB Off-Ramp/Orlando Ave & Riverside Ave		A	0.49	A	0.50
180	Baseline Rd & Santucci Blvd		A	0.56	B	0.60
Intersections in Pedestrian Overlay Zone						
P1	Darling Way & Riverside Ave		A	0.41	A	0.35
P1	Riverside Av & Darling Wy		A	0.34	A	0.32
P1	Riverside Av & Darling Wy		A	0.25	A	0.26
P2	Vernon & Douglas/Riverside		A	0.21	A	0.20
P3	Vernon & Grant		A	0.49	A	0.49
P4	Vernon & Judah		A	0.49	A	0.51
P5	Vernon & Lincoln		A	0.34	A	0.34
Notes: BOLD Locations do not meet LOS C Policy Shaded Locations Indicate Significant Impact Source: DKS Associates, 2013						

Table 3**Level of Service at Roseville Signalized Intersections****Existing 2013 Conditions Plus Project – PM Peak Hour**

			Scenario			
			Existing Conditions		Existing Plus Project	
ID	Intersection Name		LOS	V/C	LOS	V/C
Existing Signalized Intersections						
1	Atlantic St & Tiger Way/Center St		A	0.40	A	0.41
2	Atlantic St & Wills Rd		A	0.52	A	0.50
3	Atlantic St & Yosemite St		A	0.39	A	0.40
4	Baseline Rd & Fiddymment Rd		C	0.78	E	0.91
5	Blue Oaks Blvd & Crocker Ranch Rd		A	0.26	A	0.39
6	Blue Oaks Blvd & Del Webb Blvd		A	0.22	A	0.28
7	Blue Oaks Blvd & Fiddymment Rd		A	0.26	A	0.49
8	Blue Oaks Blvd & New Meadow Dr		B	0.63	C	0.73
9	Blue Oaks Blvd & Orchard View		A	0.13	A	0.29
10	Blue Oaks Blvd & Diamond Creek Blvd		A	0.39	A	0.57
11	Blue Oaks Blvd & Foothills Blvd		C	0.71	D	0.85
12	Blue Oaks Blvd & Woodcreek Oaks Blvd		A	0.51	B	0.65
13	Cirby Way & Sunrise Ave		D	0.82	D	0.83
14	Cirby Way & Foothills Blvd		B	0.65	B	0.65
15	Cirby Way & Melody Ln		B	0.66	C	0.70
16	Cirby Way & Northridge Dr		B	0.63	B	0.66
17	Cirby Way & Oak Ridge Dr		A	0.41	A	0.40
18	Cirby Way & Orlando Ave		B	0.65	B	0.66
19	Cirby Way & Parkview Dr		A	0.38	A	0.37
20	Cirby Way & Riverside Ave		D	0.83	D	0.86
21	Cirby Way & Rocky Ridge Dr		B	0.66	B	0.66
22	Cirby Way & San Simeon Dr		A	0.49	A	0.50
23	Cirby Way & Vernon St		C	0.79	C	0.79
24	Douglas Blvd & Eureka Rd		B	0.66	B	0.66
25	Douglas Blvd & Rocky Ridge Dr		C	0.74	C	0.74
26	Douglas Blvd & Santa Clara Dr		B	0.68	B	0.68
27	Douglas Blvd & Sierra Gardens Dr		B	0.62	B	0.61
28	Douglas Blvd & Sunrise Ave		D	0.87	D	0.84
29	Douglas Blvd & Target Dwy		B	0.64	B	0.64
30	Douglas Blvd & E Roseville Pkwy		C	0.81	D	0.82
31	Douglas Blvd & Folsom Rd		A	0.56	A	0.56
32	Douglas Blvd & Harding Blvd		D	0.82	D	0.82
33	Douglas Blvd & Judah St		A	0.47	A	0.47
34	Douglas Blvd & Keehner Ave		A	0.32	A	0.32
35	Douglas Blvd & Park Dr		A	0.30	A	0.30
36	Douglas Blvd & Sierra College Blvd		C	0.80	C	0.79
37	Eureka Rd & Lead Hill Blvd		A	0.40	A	0.40
38	Eureka Rd & N. Sunrise Ave		A	0.53	A	0.54
39	Eureka Rd & Rocky Ridge Dr		B	0.66	B	0.68
40	Eureka Rd & Ashland Dr		A	0.21	A	0.21
41	Eureka Rd & Deer Valley Apts Dwy		A	0.34	A	0.33
42	Fairway Dr & Central Park Dr/Lowes Dwy		A	0.40	A	0.40
43	Fairway Dr & Cortina Cir		A	0.28	A	0.29

Table 3**Level of Service at Roseville Signalized Intersections****Existing 2013 Conditions Plus Project – PM Peak Hour**

			Scenario			
			Existing Conditions		Existing Plus Project	
ID	Intersection Name		LOS	V/C	LOS	V/C
44	Fairway Dr & Five Star Blvd		A	0.35	A	0.35
45	Fairway Dr & Home Depot Dwy		A	0.39	A	0.39
46	Fairway Dr & Target Dwy/Rosehall Dr		A	0.36	A	0.37
47	Del Webb Blvd/Village Green Dr & Fiddymment Rd		A	0.31	A	0.36
48	Hayden Pkwy North & Fiddymment Rd		A	0.11	A	0.37
49	Hayden Pkwy South & Fiddymment Rd		A	0.29	A	0.39
50	Baseline Rd/Main St & Foothills Blvd		B	0.67	B	0.66
51	Misty Wood Dr/NEC Dwy & Foothills Blvd		A	0.24	A	0.25
52	Albertsons Dr & Foothills Blvd		A	0.25	A	0.26
54	Roseville Pkwy/HP Central Dwy & Foothills Blvd		A	0.27	A	0.29
55	HP South Dwy & Foothills Blvd		A	0.32	A	0.34
56	Junction Blvd & Foothills Blvd		B	0.61	B	0.63
57	McAnally Dr & Foothills Blvd		A	0.49	A	0.58
58	Pleasant Grove Blvd & Foothills Blvd		C	0.73	C	0.77
59	Rand Way/Pilgrims Dr & Foothills Blvd		A	0.39	A	0.39
60	Vineyard Rd & Foothills Blvd		A	0.51	A	0.54
61	Antelope Creek Dr & Galleria Blvd		B	0.61	B	0.62
62	Berry St & Galleria Blvd		A	0.57	A	0.59
63	Roseville Pkwy & Galleria Blvd		D	0.85	D	0.88
64	Wills Rd & Harding Blvd		A	0.54	A	0.55
65	Estates Dr & Harding Blvd		A	0.53	A	0.54
66	Lead Hill Blvd & Harding Blvd		C	0.73	C	0.75
67	Roseville Square Dwy & Harding Blvd		A	0.57	A	0.56
68	Junction Blvd & Stonecrest Dr/Magenta Dr		A	0.15	A	0.21
69	Junction Blvd & Americana Dr		A	0.28	A	0.30
70	Baseline Rd & Junction Blvd		A	0.38	A	0.37
71	Junction Blvd & Country Club Dr		A	0.31	A	0.38
72	Junction Blvd & Park Regency Dr		A	0.30	A	0.30
73	Junction Blvd & Porter Dr		A	0.31	A	0.36
74	Junction Blvd & Revere Dr		A	0.25	A	0.27
75	Junction Blvd & Washington Blvd		A	0.45	A	0.50
76	Junction Blvd & Woodcreek Oaks Blvd		A	0.29	A	0.29
77	Lead Hill Blvd & N. Sunrise Ave		C	0.77	C	0.77
78	Lead Hill Blvd & Rocky Ridge Dr		A	0.57	A	0.58
79	Lead Hill Blvd & Wal-Mart Dwy		A	0.34	A	0.34
80	N. Sunrise Ave & Automall Dr		A	0.38	A	0.39
81	Stone Point Dr & N. Sunrise Ave		A	0.21	A	0.21
82	Sierra Gardens Dr & N. Sunrise Ave		A	0.55	A	0.56
83	Olympus Dr & Europa St		A	0.12	A	0.12
84	PFE Rd & Hilltop Cir		A	0.32	A	0.31
85	Fairway Dr & Pleasant Grove Blvd		B	0.65	B	0.67
86	Pleasant Grove Blvd & Fiddymment Rd		A	0.41	A	0.44
87	Pleasant Grove Blvd & Gold Coast Dr/Hallissy Dr		A	0.54	A	0.55
88	Highland Park Dr & Pleasant Grove Blvd		A	0.40	A	0.41
89	Market St & Pleasant Grove Blvd		A	0.20	A	0.20
90	Pleasant Grove Blvd & Michener Dr		A	0.40	A	0.49

Table 3**Level of Service at Roseville Signalized Intersections****Existing 2013 Conditions Plus Project – PM Peak Hour**

			Scenario			
			Existing Conditions		Existing Plus Project	
ID	Intersection Name		LOS	V/C	LOS	V/C
91	Pleasant Grove Blvd & Monument Dr		A	0.22	A	0.22
92	Pleasant Grove Blvd & Rose Creek Rd		A	0.38	A	0.46
93	Pleasant Grove Blvd & Roseville Pkwy		C	0.81	C	0.81
94	Pleasant Grove Blvd & Sun City Blvd		A	0.33	A	0.37
95	Highland Pointe Dr & Pleasant Grove Blvd		C	0.73	C	0.73
96	Pleasant Grove Blvd & Washington Blvd		B	0.65	B	0.67
97	Pleasant Grove Blvd & Country Club Dr		A	0.50	A	0.58
98	Pleasant Grove Blvd & Woodcreek Oaks Blvd		A	0.53	B	0.64
99	Maidu Dr & Rocky Ridge Dr		A	0.41	A	0.41
100	McLaren Dr & Rocky Ridge Dr		A	0.37	A	0.37
101	Professional Dr & Rocky Ridge Dr		A	0.54	A	0.53
102	Rocky Ridge Dr & Stone Point Dr		A	0.15	A	0.15
103	Roseville Pkwy & Chase Dr		A	0.44	A	0.47
104	Roseville Pkwy & Creekside Ridge Dr		B	0.69	C	0.70
105	Roseville Pkwy & Gibson Dr East		A	0.52	A	0.54
106	Roseville Pkwy & N. Sunrise Ave		C	0.75	C	0.76
107	Roseville Pkwy & Reserve Dr		B	0.62	B	0.64
108	Roseville Pkwy & Secret Ravine Pkwy		A	0.59	B	0.60
109	Roseville Pkwy & Taylor Rd		C	0.77	C	0.79
110	West Mall Dwy & Roseville Pkwy		A	0.56	A	0.59
111	Alexandra Dr & Roseville Pkwy		A	0.48	A	0.50
112	Eureka Rd & Roseville Pkwy		B	0.64	B	0.64
113	Lead Hill Blvd/Orvieto Dr & Roseville Pkwy		A	0.45	A	0.45
114	Roseville Pkwy & N. Cirby Way		A	0.47	A	0.48
115	Olympus Dr & Roseville Pkwy		A	0.55	A	0.55
116	Rocky Ridge Dr & Roseville Pkwy		A	0.44	A	0.45
117	Roseville Pkwy & Sierra College Blvd		B	0.64	B	0.64
118	Trestle Rd & Roseville Pkwy		A	0.24	A	0.25
119	Village Dr & Roseville Pkwy		A	0.35	A	0.36
120	Roseville Pkwy & Washington Blvd		B	0.65	B	0.67
121	S Cirby Way & Champion Oaks Dr		A	0.49	A	0.49
122	S Cirby Way & Old Auburn Rd		B	0.64	B	0.65
123	Secret Ravine Pkwy & Scarborough Dr/ Poppy Fl		A	0.27	A	0.27
124	Miners Ravine & Sierra College Blvd		A	0.40	A	0.40
125	Secret Ravine Pkwy & Sierra College Blvd		A	0.46	A	0.46
126	Eureka Rd & Sierra College Blvd		B	0.69	B	0.68
127	Indigo Creek Apts & Sierra College Blvd		A	0.48	A	0.48
128	Old Auburn Rd & Sierra College Blvd		C	0.81	C	0.81
129	Olympus Dr & Sierra College Blvd		A	0.41	A	0.41
130	Fairway Dr & Stanford Ranch Rd		A	0.53	A	0.54
131	Five Star Blvd & Stanford Ranch Rd		B	0.64	B	0.63
132	Highland Park Dr & Stanford Ranch Rd		A	0.30	A	0.30
133	Coloma Way & Sunrise Ave		B	0.64	B	0.64
134	Sandringham Way/Kensington Dr & Sunrise Ave		A	0.51	A	0.52
135	Sun Tree Dr/Kensington Dr & Sunrise Ave		B	0.62	B	0.62

Table 3**Level of Service at Roseville Signalized Intersections****Existing 2013 Conditions Plus Project – PM Peak Hour**

<i>Intersection</i>			<i>Scenario</i>			
			<i>Existing Conditions</i>		<i>Existing Plus Project</i>	
<i>ID</i>	<i>Intersection Name</i>		<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
136	Frances Dr & Sunrise Ave		A	0.57	A	0.57
137	Oak Ridge Dr & Sunrise Ave		A	0.30	A	0.31
138	Diamond Oaks Rd & Washington Blvd		B	0.69	B	0.68
139	Sawtell Rd/Derek Pl & Washington Blvd		A	0.37	A	0.37
140	Hallissy Dr & Washington Blvd		A	0.37	A	0.39
141	Baseline Rd & Woodcreek Oaks Blvd		A	0.54	B	0.60
142	Canevari Dr/Arsenault Dr & Woodcreek Oaks Blvd		A	0.47	A	0.57
143	Horncastle Ave & Woodcreek Oaks Blvd		A	0.37	A	0.38
144	McAnally Dr & Woodcreek Oaks Blvd		A	0.34	A	0.48
145	Trailee Ln & Woodcreek Oaks Blvd		A	0.29	A	0.33
146	Blue Oaks Blvd & Washington Blvd		B	0.65	C	0.75
147	Douglas Blvd & I-80 EB Ramps		C	0.71	C	0.71
148	Douglas Blvd & I-80 WB Off-Ramp		C	0.80	C	0.81
149	Atlantic St & I-80 WB On-Ramp		A	0.48	A	0.48
150	Pleasant Grove Blvd & SR 65 NB Off-Ramp		A	0.57	A	0.57
151	Pleasant Grove Blvd & SR 65 SB Off-Ramp		A	0.57	A	0.57
152	I-80 WB Off-Ramp & Riverside Ave		B	0.65	B	0.67
153	SR 65 NB On-Ramp & Stanford Ranch Rd		D	0.84	D	0.85
154	SR 65 SB On-Ramp & Galleria Blvd		B	0.64	B	0.64
155	Eureka Rd & Taylor Rd/I-80 EB Off-Ramp		E	0.96	E	0.98
156	Fairway Dr & Highland Park Dr		A	0.27	A	0.28
157	I-80 EB Off-Ramp/Orlando Ave & Riverside Ave		B	0.60	B	0.61
180	Baseline Rd & Santucci Blvd		C	0.72	C	0.75
Intersections in Pedestrian Overlay Zone						
P1	Darling Way & Riverside Ave		A	0.47	A	0.48
P2	Vernon St & Douglas Blvd/Riverside Ave		A	0.42	A	0.44
P3	Vernon St & Grant St		A	0.34	A	0.32
P4	Vernon St & Judah St		A	0.28	A	0.30
P5	Vernon St & Lincoln St		B	0.6	A	0.59
P6	Main St & Washington Blvd		A	0.57	B	0.60
P7	Oak St & Washington Blvd		A	0.34	A	0.37
Notes: BOLD Locations do not meet LOS C Policy Shaded Locations Indicate Significant Impact Source: DKS Associates, 2013						

Table 4**Level of Service at Placer County Intersections - AM and PM Peak Hours
Existing 2013 Conditions Plus Project**

Intersection	LOS Standard	Scenario			
		Existing Conditions		Existing Plus Project	
		LOS	V/C or delay	LOS	V/C or delay
AM Peak Hour					
Watt Ave & PFE Rd	C	C	16.0	C	22.0
Walerga Rd & PFE Rd	F	E	0.91	F	1.02
Fiddymment & Athens	C	A	8.8	A	9.7
Industrial & Athens	C	A	0.27	A	0.28
PM Peak Hour					
Watt Ave & PFE Rd	C	B	11.0	B	13.0
Walerga Rd & PFE Rd	F	D	0.80	D	0.88
Fiddymment & Athens	C	B	10.1	B	11.7
Industrial & Athens	C	A	0.40	A	0.40

Notes:

BOLD Locations do not meet LOS Standard**Shaded** Locations Indicate Significant Impact

Source: DKS Associates, 2013

Table 5
Level of Service at Sutter County Intersections - AM and PM Peak Hours
Existing 2013 Conditions Plus Project based on delay

Intersection	LOS Standard	Scenario			
		Existing Conditions		Existing Plus Project	
		LOS	V/C or delay	LOS	V/C or delay
AM Peak Hour					
Pleasant Grove N & Riego	D	E	48.0	F	60.0
Pleasant Grove S & Riego	D	E	46.0	F	69.0
SR 99 & Riego Rd	D	E	0.93	E	0.96
PM Peak Hour					
Pleasant Grove N & Riego	D	C	23.0	D	30.0
Pleasant Grove S & Riego	D	D	33.0	E	50.0
SR 99 & Riego Rd	D	C	0.71	C	0.71

Notes:

BOLD Locations do not meet LOS Standard

Shaded Locations Indicate Significant Impact

Source: DKS Associates, 2013

Table 6
Level of Service at Sacramento Co. Intersections - AM & PM Peak Hours
Existing 2013 Conditions Plus Project

Intersection	LOS Standard	Scenario			
		Existing Conditions		Existing Plus Project	
		LOS	V/C or delay	LOS	V/C or delay
AM Peak Hour					
Watt Ave & Elverta Rd	E	A	0.42	A	0.42
Walerga Rd & Elverta Rd	E	C	0.77	C	0.79
Watt Ave & Antelope Rd	E	C	0.74	C	0.76
Walerga Rd & Antelope Rd	E	B	0.68	B	0.68
Watt Ave & Elkhorn	E	B	0.64	B	0.65
Walerga Rd & Elkhorn	E	A	0.57	A	0.56
PM Peak Hour					
Watt Ave & Elverta Rd	E	A	0.42	A	0.42
Walerga Rd & Elverta Rd	E	B	0.65	B	0.66
Watt Ave & Antelope Rd	E	B	0.68	B	0.67
Walerga Rd & Antelope Rd	E	C	0.75	C	0.75
Watt Ave & Elkhorn	E	A	0.58	A	0.59
Walerga Rd & Elkhorn	E	C	0.72	C	0.73
Notes:					
BOLD Locations do not meet LOS Standard					
Shaded Locations Indicate Significant Impact					
Source: DKS Associates, 2013					

Table 7
Level of Service at Rocklin Intersections - PM Peak Hour
Existing 2013 Conditions Plus Project

Intersection	LOS Standard	Scenario			
		Existing Conditions		Existing Plus Project	
		LOS	V/C or delay	LOS	V/C or delay
PM Peak Hour					
Blue Oaks Bl & Lonetree	D	A	0.51	A	0.54
Sunset Bl & Blue Oaks Bl	D	B	0.68	B	0.69
Sunset Bl & Park Dr	C	D	0.87	D	0.88
Sunset Bl & Stanford Ranch Rd	C	C	0.79	D	0.81

Notes:

BOLD Locations do not meet LOS Standard

Shaded Locations Indicate Significant Impact

Source: DKS Associates, 2013



IMPACTS AND MITIGATION

Existing Plus Project Conditions – Roseville

AM Peak Hour

Table 2 shows the projected a.m. peak hour levels of service in the City of Roseville under existing conditions with and without the Proposed Project.

As noted in Table 2, one intersection would degrade from LOS C or better under the Existing Scenario to less than LOS C under the Existing Plus Project Scenario during the a.m. peak hour.

- Blue Oaks Boulevard & Foothills Boulevard (LOS C to D)

Blue Oaks Boulevard & Foothills Boulevard – The a.m. peak hour level of service at this location would degrade from acceptable LOS C to unacceptable LOS D. This represents a significant impact based upon p.m. peak hour intersection significance criteria in the City of Roseville. Construction of the following improvement would improve the operation of this intersection in the existing Plus Project scenario to LOS A conditions:

- Construction of a third eastbound through lane.

This improvement would improve the LOS during the a.m. peak hour to an acceptable LOS C.

The existing northbound to eastbound free right turn lane must remain with construction of a third eastbound through lane. Displacement of the existing NB to EB free right turn would create new significant effects in the p.m. peak hour.

This improvement is currently included within the City of Roseville's Capital Improvement Program which includes the collection of fees for this element of the program. Construction of this improvement will be addressed with future implementation of the CIP program. Development within the Fiddymment Ranch Specific Plan Amendment 3 Area will be required to pay fair share costs for this improvement. Implementation of Mitigation Measure 1, which requires the development under the proposed Fiddymment Ranch Specific Plan Amendment 3 project to pay fair share costs for these improvements, reduces this impact to Less than Significant.

PM Peak Hour

Table 3 shows the projected p.m. peak hour levels of service in the City of Roseville under existing conditions with and without the Proposed Project.

As noted in Table 3, two intersections would degrade from LOS C or better under the Existing Scenario to less than LOS C under the Existing Plus Project Scenario during the p.m. peak hour.



- Baseline Road & Fiddymment Road (LOS C to E)
- Blue Oaks Boulevard & Foothills Boulevard (LOS C to D)

Baseline Road and Fiddymment Road – The p.m. peak hour level of service at this location would degrade from acceptable LOS C to unacceptable LOS E. This represents a significant impact based upon p.m. peak hour intersection significance criteria in the City of Roseville. Construction of the following improvement would improve the p.m. peak hour operation of this intersection in the existing Plus Project scenario to LOS B conditions:

- Construction of a second eastbound left turn lane.

This improvement to the west leg of this intersection is currently included within the City of Roseville's City/County Capital Improvement Program which includes the collection of fees for this element of the program. Construction of this improvement will occur with future implementation of the CIP program. Development within the Fiddymment Ranch Specific Plan Amendment 3 Area will be required to pay fair share costs for this improvement. Implementation of Mitigation Measure 1, which requires the development under the proposed Fiddymment Ranch Specific Plan Amendment 3 project to pay fair share costs for these improvements, reduces this impact to Less than Significant.

Blue Oaks Boulevard & Foothills Boulevard – The p.m. peak hour level of service at this location would degrade from acceptable LOS C to unacceptable LOS D. This represents a significant impact based upon p.m. peak hour intersection significance criteria in the City of Roseville. Construction of the following improvement would improve the operation of this intersection in the existing Plus Project scenario to LOS A conditions:

- Construction of a third westbound through lane.

This improvement would improve the LOS during the a.m. peak hour to an acceptable LOS B.

This improvement is currently included within the City of Roseville's Capital Improvement Program which includes the collection of fees for this element of the program. Construction of this improvement will be addressed with future implementation of the CIP program. Development within the Fiddymment Ranch Specific Plan Amendment 3 Area will be required to pay fair share costs for this improvement. Implementation of Mitigation Measure 1, which requires the development under the proposed Fiddymment Ranch Specific Plan Amendment 3 project to pay fair share costs for these improvements, reduces this impact to Less than Significant.



Existing Plus Project Conditions – Placer County

AM and PM Peak Hours

Table 4 shows the projected a.m. and p.m. peak hour levels of service in Placer County under existing conditions with and without the Proposed Project.

As noted in Table 4, the project would cause an impact at one intersection during the a.m. peak hour.

- Walerga Road and PFE Road

During the a.m. peak hour, the project would cause the intersection to experience a v/c increase of 0.05 or more at a location already operating at LOS E or F without the project.

The following is the recommended mitigation measure for the a.m. peak hour impacted intersection.

Walerga and PFE Road – This intersection is signal controlled and functions at LOS E. Under the Existing Plus Project scenario, this intersection would function at LOS F during the a.m. peak hour. Construction of a second northbound and southbound through lane would improve the operation of this intersection to LOS B during the a.m. peak hour.

The City of Roseville shall negotiate in good faith with Placer County to enter into fair and reasonable arrangements, with the intention of achieving within a reasonable time period after approval of the proposed project, commitment for the provision of adequate fair share mitigation from the proposed Fiddymont Ranch Specific Plan Amendment 3 project for impacts on Placer County roadways. This share shall be calculated by determining impacts on projects identified within the CIP's for Placer County Benefit Districts west of SR 65, excluding Placer Vineyards and Regional University. However, since this intersection is not under the jurisdiction of the City and the City cannot guarantee that improvements will be constructed, the impact at this intersection is considered to be significant and unavoidable.

Existing Plus Project Conditions – Sutter County

AM and PM Peak Hours

Table 5 shows the projected a.m. and p.m. peak hour levels of service in Sutter County under existing conditions with and without the Proposed Project.

As noted in Table 5, the project would cause an impact at two intersections during the a.m. peak hour and one intersection during the p.m. peak hour.

- Pleasant Grove N. and Riego Road (AM: LOS E to F)



- Pleasant Grove S. and Riego Road (AM: LOS E to F, PM LOS D to E)

During the a.m. peak hour, the project would cause two intersections to degrade from LOS E under the Existing Scenario to LOS F under the Existing Plus Project Scenario. During the p.m. peak hour, the project would cause one intersection to degrade from LOS D under the Existing Scenario to LOS E under the Existing Plus Project Scenario.

The following are recommended mitigation measures for the a.m. and p.m. peak hours at the two impacted intersections.

Riego Road and Pleasant Grove North and Riego Road and Pleasant Grove South - These two intersections are currently stop controlled and would function at LOS E and F during the a.m. and p.m. peak hours under the Existing Plus Project scenario. Widening of Baseline Road to four lanes was identified in the Sutter Pointe Specific Plan adopted by Sutter County and would improve Existing Plus Project LOS to B at each intersection during the a.m. and p.m. peak hours.

Construction of the improvements noted above would reduce the project impacts to less than significant levels. However, the City of Roseville does not have control over improvements on Sutter County roadways. Since this intersection is not under the jurisdiction of the City and the City cannot guarantee that improvements will be constructed, the impact at this intersection is considered to be significant and unavoidable.

Existing Plus Project Conditions – Rocklin

PM Peak Hour

Table 7 shows the projected p.m. peak hour levels of service in Rocklin under existing conditions with and without the Proposed Project.

As noted in Table 7, the project would cause an impact at one intersection during the p.m. peak hour.

- Stanford Ranch Road and Sunset Boulevard (LOS C to D)

During the p.m. peak hour, the project would cause the intersection to degrade from LOS C under the Existing Scenario to LOS D under the Existing Plus Project Scenario.

PM Peak Hour Mitigation

The following are recommended mitigation measures for the p.m. peak hour.

Stanford Ranch Road and Sunset Boulevard - This intersection currently operates at LOS C and the addition of project traffic would degrade operations to LOS D. This intersection currently has

two through lanes on each approach and the Rocklin General Plan identifies future widening to three through lanes on each approach in the future.

Construction of any of the following three improvements would improve existing plus project LOS during the p.m. peak hour to LOS C:

1. a second northbound left turn lane
2. a third southbound through lane
3. a second westbound left turn lane

Construction of the improvements noted above would reduce the project impacts to less than significant levels. However, the City of Roseville does not have control over improvements on Rocklin roadways. Since this intersection is not under the jurisdiction of the City and the City cannot guarantee that improvements will be constructed, the impact at this intersection is considered to be significant and unavoidable.

FUTURE OPERATION LEVELS OF SERVICE

Pleasant Grove & Fiddymment Intersection

Future analyses conducted for Fiddymment SPA3 identified one significantly impacted intersection during the p.m. peak hour under 2025 Cumulative Plus Project Conditions. This intersection would degrade from LOS E to LOS F with the addition of the Proposed Project. This intersection was already assumed to have extraordinary improvements, such as three westbound left turn lanes. The impact was mitigated by adding a shared westbound through/left-turn lane, which would also require the signal to be operated in a split-phase mode. This would improve the intersection operation from LOS F to LOS E. This recommended mitigation measure is now included in the CIP update already in process and can be assumed constructed in the future condition. With this improvement, the no project and plus project LOS is E/0.94. This intersection is no longer considered to be impacted under 2025 cumulative plus project conditions.

Future Levels of Service: Rocklin Intersections

Future intersection analysis was conducted at four intersections in the City of Rocklin. Per comments received from the City of Rocklin, DKS conducted future year p.m. peak hour intersection analyses at Blue Oaks & Lonetree, Sunset & Blue Oaks, Sunset & Park, and Sunset & Stanford Ranch using the 2030 Rocklin General Plan model with and without the proposed modification to the Fiddymment Ranch SPA 3 project. Levels of service and volume to capacity ratios were unchanged between the future and future plus project conditions. No future significant



impacts in the City of Rocklin are projected with the proposed project. Intersection operating condition calculation information is included in the appendix.

Table 8**Approved, Previously Proposed, and Currently Proposed Land Use and Peak Hour Trip Generation**

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
SPA3 As Approved							
Single Family (DUs)	1,288	668	235	903	287	599	886
Multi Family (DUs)	0	0	0	0	0	0	0
Retail (ksf)	0	0	0	0	0	0	0
School (students)	600	71	174	246	208	143	351
Park (acres)	14.6	1	2	3	3	2	4
Total Trips		740	411	1,151	498	743	1,241
SPA3 As Proposed (May 2011)							
Single Family (DUs)	1,868	969	341	1,309	416	868	1,284
Multi Family (DUs)	1325	464	121	585	217	478	695
Retail (ksf)	79.2	38	74	112	113	82	195
School (students)	600	71	174	246	208	143	351
Park (acres)	17.62	1	3	4	3	2	5
Total Trips		1,543	712	2,255	958	1,573	2,531
SPA3 As Proposed (June 2013)							
Single Famil (DUs)	1,995	1,035	364	1,398	444	927	1,372
Multi Family (DUs)	954	334	87	421	156	344	500
Retail (ksf)	79.2	38	74	112	113	82	195
School (students)	600	71	174	246	208	143	351
Park (acres)	16.8	1	2	3	3	2	5
Total Trips		1,479	701	2,180	925	1,498	2,423
Trip Reduction (trips)		-64	-11	-75	-33	-75	-107
Trip Reduction (%)		-4%	-2%	-3%	-3%	-5%	-4%
Notes:							