



*Transportation Impact Analysis*  
**Sierra College Boulevard Commercial Project**  
City of Rocklin

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# Sierra College Boulevard Commercial Project

## City of Rocklin

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### TRANSPORTATION AND CIRCULATION

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#### 1) Executive Summary

This traffic impact study describes the existing and future conditions for transportation with and without the proposed commercial project located in the southwest quadrant of the Sierra College Boulevard interchange with Interstate 80 (I-80). The project is currently planned to include a tire store with a 10,224 square foot building, a high turnover sit down restaurant with 6,602 square feet of building space, three fast food restaurants with drive throughs with a total of 9,595 square feet of building space, 3,600 square feet of fast food restaurants without drive throughs, and 2,568 square feet of general retail space located within the same building as the high turnover sit down restaurant. The study presents information on the regional and local roadway networks, pedestrian and transit conditions, and provides an analysis of the effects on transportation facilities associated with the project. This study also describes the regulatory setting; the criterion used for determining the significance of environmental impacts; and summarizes potential environmental impacts and appropriate mitigation measures. This study has been conducted in accordance with the requirements and methodologies set forth by the City of Rocklin, Caltrans, and the applicable provisions of CEQA.

The following is a summary of findings of the transportation impact analysis: 1) No internal site circulation or access issues have been identified that would cause traffic safety problems or any unusual traffic congestion; 2) At the main project entrance on Sierra College Boulevard a traffic signal would be warranted according to Caltrans standards, with the addition of project traffic. The side street approach would be forecast to operate at LOS F if the project were constructed without a traffic signal but the analysis indicated there would be no capacity problems if the proposed project entrance were to be signalized (please note the signal was not assumed to be synchronized/linked with adjacent signals for the purposes of this analysis); 3) The proposed project is not expected to significantly impact or change the design of any existing bicycle facilities or create any new safety problems for bicyclists in the area; 4) The proposed project would not interfere with any existing bus routes and would not remove or relocate any existing bus stops; 5) All of the signalized study intersections would continue to have acceptable conditions during the weekday AM and PM peak commute hours except under cumulative conditions including the forecast traffic from other approved developments in the area; 6) The project is proposing to provide an adequate supply of off-street parking based on the City's requirements; 7) The construction activities associated with the proposed project will be subject to a Traffic Control Plan and oversight by the City Engineer. If the required Traffic Control Plan is properly followed the project's construction activities are not forecast to result in any significant transportation impacts based on City standards. 8) Development of the proposed project is not expected to result in any significant impacts regarding emergency vehicle access (subject to approval of the Fire Department).

The analysis indicates the project would not result in any significant transportation impacts and no off-site mitigations were identified as being required. However, it should be noted that this assumes completion of the Dominguez Road Overcrossing in the cumulative scenarios.

## 2) PROJECT DESCRIPTION

As mentioned above, the project is currently planned to include a tire store with a 10,224 square foot building, a high turnover sit down restaurant with 6,602 square feet of building space, three fast food restaurants with drive throughs with a total of 9,595 square feet of building space, 3,600 square feet of fast food restaurants without drive throughs, and 2,568 square feet of general retail space located within the same building as the high turnover sit down restaurant. The project site is currently vacant and is located southwest of the intersection of Sierra College Boulevard with the I-80 eastbound ramps. All regional access to the site will be from Sierra College Boulevard. However, in the future it is assumed that the project site will have a connection to Dominguez Road to the south. **Figure 1** shows the location of the project and the surrounding roadway network. **Figure 2** shows the proposed site plan for the project, which would have all access from Sierra College Boulevard. Surrounding land uses include a church to the south, retail uses to the east, with the I-80 freeway along the northern and western project boundaries. Please note that an analysis of the traffic operations and design for the proposed project entrance is presented in Section 5.12.

## 3) ENVIRONMENTAL SETTING

This section of the report describes the roadways, traffic conditions and other existing transportation characteristics in the vicinity of the project. The primary basis of the analysis is the peak hour level of service for the key intersections. All intersections were counted during the peak periods from 7:00 to 9:00 AM and 4:00 to 6:00 PM. From these counts the hours identified as the highest “peak” hours were generally between 7:30 a.m. and 8:30 a.m. and in the afternoon from 4:30 p.m. and 5:30 p.m. for the transportation facilities described. Throughout this report, these peak hours will be identified as the AM and PM peak hours, respectively.

### 3.1 Project Study Intersections

Based on the project’s trip generation and the potential for traffic impacts a list of project study intersections was prepared in coordination with the City of Rocklin. **Figure 1** shows the location of the project study intersections. There are five (5) study intersections included in the analysis, all of which are controlled with traffic signals.

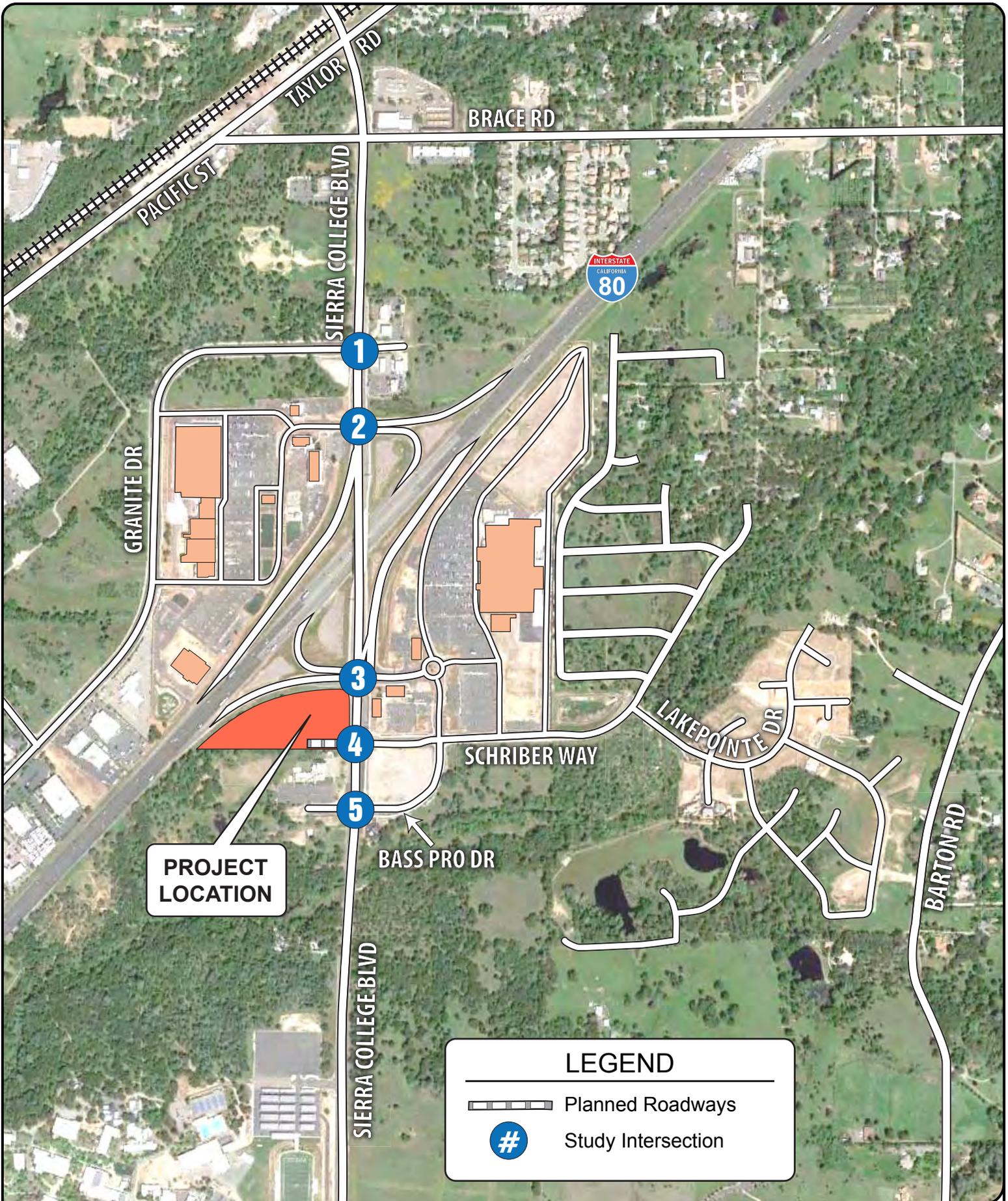
#### Project Study Intersections

1. Sierra College Boulevard at Granite Drive
2. Sierra College Boulevard at Commons Drive and the I-80 Westbound Ramps
3. Sierra College Boulevard at Crossings Drive and the I-80 Eastbound Ramps
4. Sierra College Boulevard at Schriber Way and the proposed project entrance
5. Sierra College Boulevard at Dominguez Road/Bass Pro Drive

### 3.2 Traffic Analysis Scenarios

The study intersections were evaluated for the following five scenarios:

- Scenario 1: *Existing Conditions* – Level of Service (LOS) based on existing peak hour volumes and existing intersection configurations.



**FIGURE 1 | PROJECT LOCATION**  
**TRANSPORTATION IMPACT ANALYSIS**  
 Commercial Project on Sierra College Blvd  
 City of Rocklin



- Scenario 2: *Existing Plus Project* – Existing traffic volumes plus trips from the proposed project.
- Scenario 3: *Baseline (No Project) Conditions* – The Baseline scenario is based on the existing volumes plus growth in background traffic plus the traffic from all reasonably foreseeable developments that could substantially affect the volumes at the project study intersections. The forecasts assume the project could be constructed and fully occupied within three years. The list of approved (but not yet constructed and/or occupied) projects that could affect traffic volumes in the project study area was developed in coordination with the City of Rocklin.
- Scenario 4: *Baseline Plus Project Conditions* – This scenario is based on the Baseline traffic volumes plus the trips from the proposed project.
- Scenario 5: *Cumulative Conditions* – This scenario includes year 2040 cumulative volumes based on planned and approved projects and the most recent release of the Countywide Travel Demand Model provided by DKS.
- Scenario 6: *Cumulative Plus Project Conditions* – This scenario includes year 2040 cumulative volumes based on the most recent release of the Countywide Travel Demand Model plus the trips from the proposed project.

### 3.3 Existing Roadway Network

As discussed previously, the project location and the surrounding roadway network are illustrated in **Figure 1**. The following is a more detailed description of the roadways that may be affected by the project:

- **I-80** – I-80 is an interstate highway providing regional access in the project study area. I-80 is an east-west freeway but generally travels in a southwest-northeast direction in the study area. Interchanges along I-80 near the project site are provided at Rocklin Road, Sierra College Boulevard, and Horseshoe Bar Road. I-80 provides three travel lanes in each direction north of State Route 65 (SR-65) and four travel lanes in each direction south of SR-65.
- **Sierra College Boulevard** – Sierra College Boulevard is a north-south roadway that forms the eastern boundary of the project site. This roadway is classified as an Arterial with an ultimate six-lane cross-section in the City’s General Plan Circulation Element. Sierra College Boulevard is designated as a truck route by the City. Within the study area, Sierra College Boulevard is a four to five-lane roadway north of Rocklin Road and a four lane roadway immediately south of Rocklin Road. Primary access to the project would be provided via an entrance opposite of Schriber Way on Sierra College Boulevard.
- **Granite Drive** – Granite Drive is a four-lane southwest-northeast roadway located west of I-80. Granite Drive is classified as an arterial in the City’s General Plan Circulation Element. Granite Drive runs from Rocklin Road to the south and extends through the Sierra College Boulevard intersection to terminate just east of this roadway. Granite Drive is classified as a truck route from Dominguez Road to Sierra College Boulevard.

- **Schriber Way** – Schriber Way is a two lane roadway extending east from Sierra College Boulevard. It provides access to adjacent retail uses (including Rocklin Crossings) and also serves as the primary access to the Crown Pointe and Rocklin 60 residential projects (currently under construction).
- **Dominguez Road** – Dominguez Road is classified as a Collector roadway on the City's General Plan. North of Pacific Street, Dominguez Road becomes Del Mar Avenue. Dominguez Road/Del Mar Avenue is currently a two-lane undivided roadway. Currently, Dominguez Road terminates at Granite Drive west of I-80. Dominguez Road is planned to be extended across I-80 (just an overcrossing) to Sierra College Boulevard to form a fourth leg at the intersection of Sierra College Boulevard/Southern Project Boundary. The Dominguez Road extension is included in the City's Traffic Impact Fee and Capital Improvement Program (CIP). It should be noted that it is assumed that the project site will have a future connection to Dominguez Road.

### 3.4 Intersection Analysis Methodology

Existing operational conditions at the five (5) study intersections have been evaluated according to the requirements set forth by the City of Rocklin. Analysis of traffic operations was conducted using the 2010 Highway Capacity Manual (HCM) Level of Service (LOS) methodology with Synchro and Traffix software.<sup>1</sup> Level of service is an expression, in the form of a scale, of the relationship between the capacity of an intersection (or roadway segment) to accommodate the volume of traffic moving through it at any given time. The level of service scale describes traffic flow with six ratings ranging from A to F, with "A" indicating relatively free flow of traffic and "F" indicating stop-and-go traffic characterized by traffic jams.

As the amount of traffic moving through a given intersection or roadway segment increases, the traffic flow conditions that motorists experience rapidly deteriorate as the capacity of the intersection or roadway segment is reached. Under such conditions, there is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays that lead to traffic congestion. This near-capacity situation is labeled level of service (LOS) E. Beyond LOS E, the intersection or roadway segment capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it.

For signalized intersections, A modified Circular 212 methodology is used for the analysis of signalized intersections in the City of Rocklin while the HCM methodology is used for freeway ramp intersections. The LOS is then based on the volume to capacity ratio, except at freeway ramp intersections where the LOS is based on the average control delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average control delay and LOS are then presented for ramp intersections. A summary of the LOS results and copies of the detailed LOS calculations are included in the appendix to this report. **Table 1** summarizes the relationship between LOS, average control delay, and the volume to capacity ratio at signalized intersections. For unsignalized intersections (all-way stop controlled and two-way stop controlled) the average control delay and LOS operating conditions are calculated by approach (i.e. northbound) and movement (i.e. northbound left-turn) for those movements that are subject to delay. In general, the operating conditions for unsignalized intersections are presented for the worst approach. **Table 2** summarizes the relationship between LOS and average control delay at unsignalized intersections.

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<sup>1</sup> 2010 Highway Capacity Manual, Transportation Research Board, Washington D.C., 2011

**TABLE 1  
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS**

<u>Level of Service</u>	<u>Description of Operations</u>	<u>Average Delay (sec/veh)</u>	<u>Volume to Capacity Ratio</u>
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	≤ 10	< 0.60
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	> 10 to 20	> 0.61 to 0.70
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	> 20 to 35	> 0.71 to 0.80
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	> 35 to 55	> 0.81 to 0.90
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long vehicle queues from upstream.	> 55 to 80	> 0.91 to 1.00
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80	> 1.00

**SOURCES:** 2000 *Highway Capacity Manual*, Transportation Research Board, 2000.

**TABLE 2  
UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS**

<u>Level of Service</u>	<u>Description of Operations</u>	<u>Average Delay (seconds/vehicle)</u>
A	No delay for stop-controlled approaches.	0 to 10
B	Operations with minor delays.	> 10 to 15
C	Operations with moderate delays.	> 15 to 25
D	Operations with some delays.	> 25 to 35
E	Operations with high delays and long queues.	> 35 to 50
F	Operation with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50

**SOURCE:** 2000 *Highway Capacity Manual*, Transportation Research Board, 2000.

### 3.5 Existing Intersection Capacity Conditions (Scenario 1)

The existing intersection geometry at each of the project study intersections can be seen in **Figure 3** and the existing traffic volumes at the study intersections for weekday AM and PM peak hours are presented in **Figure 4**. Traffic counts at the study intersections were conducted in March of 2015 at times when local schools were in session.

**Table 3** summarizes the associated LOS computation results for the existing weekday AM and PM peak hour conditions. Please note that the corresponding LOS analysis calculation sheets are presented in the *Traffic Analysis Appendix*. As shown in **Table 3**, all of the signalized study intersections currently have acceptable conditions (LOS C or better) during the weekday AM and PM peak hours.

### 3.6 Planned Roadway Improvements

The only planned roadway improvement identified for the project study area (and assumed as part of this analysis) was the Dominguez Overcrossing project. The overcrossing project is currently included in the City's Capital Improvement Program. Please note that no other roadway improvements or widening were assumed for Sierra College Boulevard or the project study intersections.

### 3.7 Pedestrian and Bicycle Facilities

Bicycle paths, lanes and routes are typical examples of bicycle transportation facilities, which are defined by Caltrans as being in one of the following three classes:

*Class I* – Provides a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.

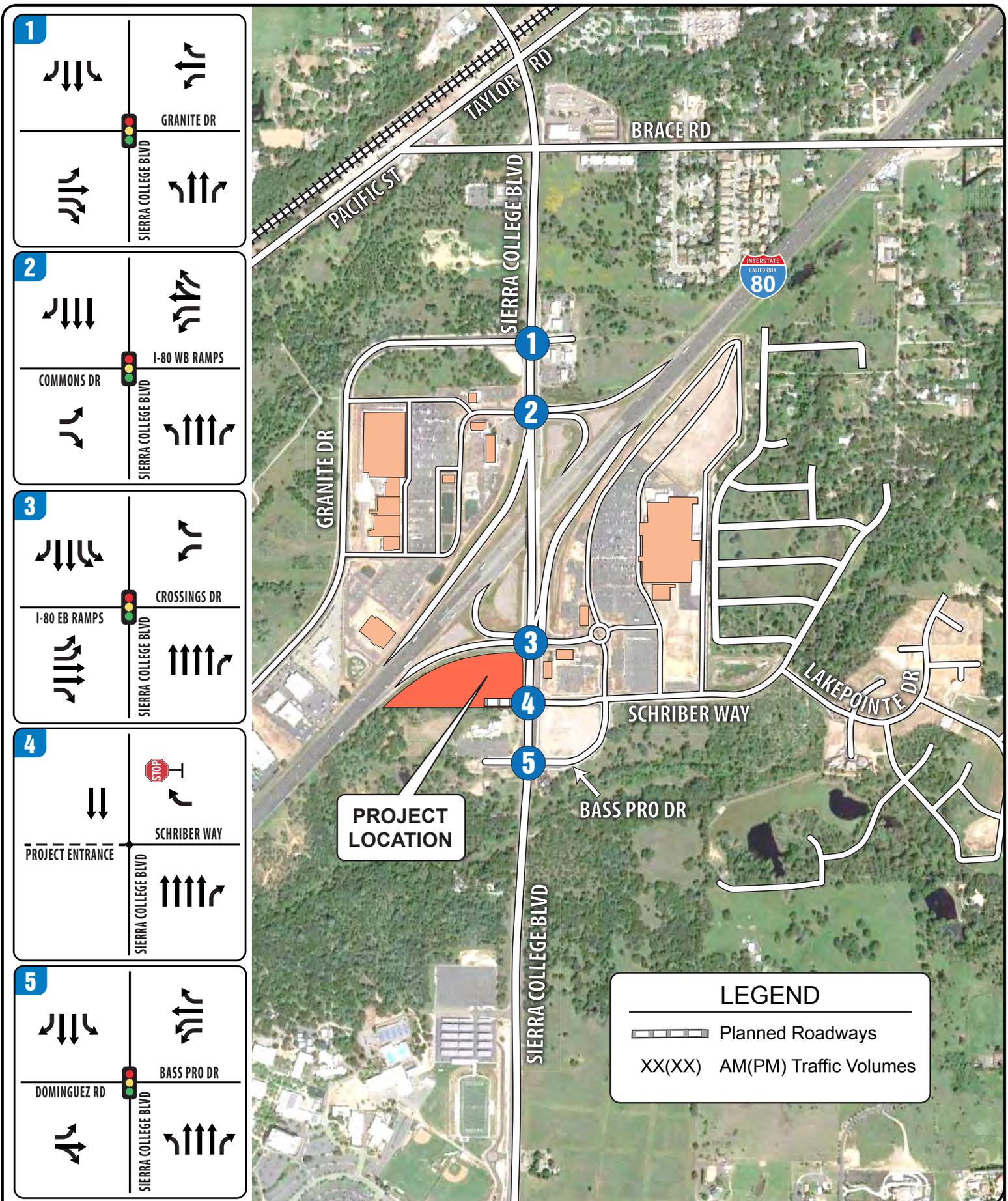
*Class II* – Provides a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.

*Class III* – Provides a route designated by signs or permanent markings and shared with pedestrians and motorists.

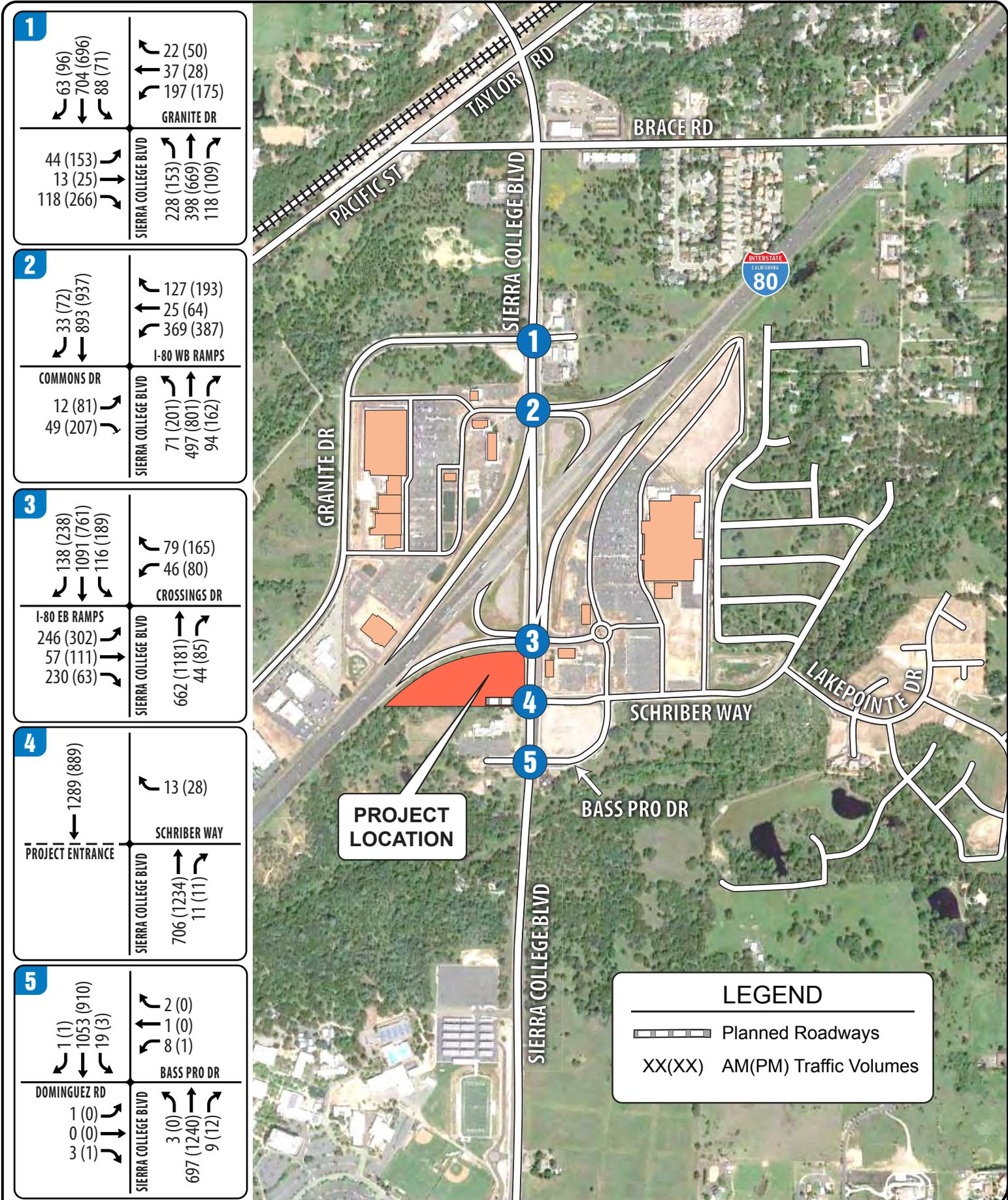
In the project area Sierra College Boulevard and most other roadways have bicycle lanes and there are also sidewalks in most areas. Please note the proposed project would be required to complete the sidewalk along the project's frontage on Sierra College Boulevard and all the way to Dominguez Road.

### 3.8 Transit Service

Bus transit service in the project area is provided by Placer County Transit. Placer County Transit operates local bus routes from Monday to Saturday, with three routes operating in the project study area. The Auburn to Light Rail Bus Route operates on one hour headways during the morning and afternoon commute periods and stops at the Sierra College Transfer center. The Lincoln/Sierra College Bus Route operates on one hour headways between Sierra College and the City of Lincoln. The Taylor Road Shuttle operates with two hour headways during the morning and afternoon commute periods and travels between Auburn and the Sierra College Transfer center.



**FIGURE 3 | EXISTING LANE CONFIGURATION**  
**TRANSPORTATION IMPACT ANALYSIS**  
 Commercial Project on Sierra College Blvd  
 City of Rocklin



**FIGURE 4 | EXISTING AM(PM) PEAK HOUR TRAFFIC VOLUMES**  
**TRANSPORTATION IMPACT ANALYSIS**  
 Commercial Project on Sierra College Blvd  
 City of Rocklin

**TABLE 3  
EXISTING INTERSECTION LEVEL OF SERVICE CONDITIONS**

INTERSECTION		CONTROL	PEAK HOUR	EXISTING	
				Delay or V/C	LOS
1	GRANITE DRIVE & SIERRA COLLEGE BOULEVARD	Signalized	AM	0.58 V/C	A
			PM	0.57 V/C	A
2	COMMONS DRIVE / I-80 WB RAMPS & SIERRA COLLEGE BOULEVARD	Signalized	AM	10.7 sec.	B
			PM	17.5 sec.	B
3	CROSSINGS DRIVE / I-80 EB RAMPS & SIERRA COLLEGE BOULEVARD	Signalized	AM	14.5 sec.	B
			PM	12.6 sec.	B
4	SCHRIBER WAY & SIERRA COLLEGE BOULEVARD OVERALL INTERSECTION WESTBOUND RIGHT TURN	Side Street Stop Controlled (Signalized with Project)	AM	0.1 sec. 11.1 sec.	A B
			PM	0.2 sec. 13.8 sec.	A B
5	DOMINGUEZ RD & SIERRA COLLEGE BOULEVARD	Signalized	AM	0.37 V/C	A
			PM	0.32 V/C	A

**SOURCE:** Abrams Associates, 2017

**NOTES:** LOS results are presented in terms of average intersection delay in seconds per vehicle or the volume to capacity ratio.

## 4) REGULATORY CONTEXT

Existing policies, laws and regulations that apply to the proposed project are summarized below.

### 4.1 State

The California Department of Transportation (Caltrans) has jurisdiction over State highways. Therefore, Caltrans controls all construction, modification, and maintenance of State highways, such as I-80. Any improvements to these roadways would require Caltrans' approval.

The Guide for the Preparation of Traffic Impact Studies provides consistent guidance for Caltrans staff who review local development and land use change proposals. The Guide also informs local agencies about the information needed for Caltrans to analyze the traffic impacts to state highway facilities which include freeway segments, on- or off-ramps, and signalized intersections.

### 4.2 Local

**South Placer Regional Transportation Authority** - In January 2002, the cities of Rocklin, Roseville, Lincoln, the County of Placer, and the Placer County Transportation and Planning Agency entered into a Joint Powers Authority (JPA) known as the South Placer Regional Transportation Authority (SPRTA). The JPA was formed for the purpose of implementing a regional transportation and air quality mitigation fee to fund specified regional transportation projects (SPRTA 2007).

**City of Rocklin General Plan** - The Transportation and Circulation Element included in the City of Rocklin General Plan was prepared pursuant to Section 65302(b) of the California Government Code. The Transportation and Circulation Element addresses the location and extent of existing and planned transportation routes, terminals, and other local public utilities and facilities. The General Plan identifies roadway and transit goals and policies that have been adopted to ensure that the transportation system of the City will have adequate capacity to serve planned growth. These goals and policies are intended to provide a plan and implementation measures for an integrated, multi-modal transportation system that will safely and efficiently meet the transportation needs of all economic and social segments of the City.

**City of Rocklin Capital Improvement Program** – The City’s Traffic Impact Fee and Capital Improvement Program (CIP) defines the roadway and intersection improvements needed to maintain the Level of Service (LOS) policy adopted in the City’s General Plan. (See Rocklin General Plan Circulation Element, Policy 13.) The City regularly monitors traffic on City streets to include in the City’s CIP those improvements needed to maintain an acceptable LOS through the use of traffic fees and other financing mechanisms.

The City updated its CIP and traffic impact fees in 2005, and extended the horizon year for the CIP from 2020 to 2025. On May 22, 2007, the Rocklin City Council adopted Resolution No. 2007-126, increasing the Citywide traffic impact fee based on increased construction costs for all developments within the City. In conjunction with this fee increase, the City also updated its CIP. The updated CIP includes the following improvements in the vicinity of the proposed project:

- Widen Rocklin Road to 4-lanes from the Loomis Town limits to east of Sierra College Boulevard;
- Widen Rocklin Road to 6-lanes (add 2 lanes) from west of Sierra College Boulevard to I-80 eastbound ramps;
- Widen Rocklin Road to 6-lanes from I-80 westbound ramps to west of Granite Drive;
- Widen Sierra College Boulevard to 6-lanes (add 2 lanes) from Nightwatch Drive to Aguilar Tributary;
- Widen Sierra College Boulevard to 6 lanes from I-80 to south of Taylor Road;
- Widen Sierra College Boulevard to 6 lanes from Aguilar tributary to I-80;
- Construct a 2-lane extension with bridge over I-80 on Dominguez Road from Granite Drive to Sierra College Boulevard;
- Reconstruct the Rocklin Road/I-80 interchange; and
- Widen Pacific Street to 4 lanes from Sierra Meadows Drive to Loomis Town limits.

The traffic impact mitigation fee program is one of the various methods that the City of Rocklin uses for financing improvements identified in the Capital Improvement Program (CIP). The CIP, which is overseen by the City’s Engineering Division, is updated periodically to assure that growth in the City and surrounding jurisdictions does not degrade the Level of Service on the City’s roadways.

The roadway improvements that are identified in the CIP in response to anticipated development and population growth are consistent with the City's Circulation Element. The traffic impact fee program collects funds from new development in the City to finance a portion of the roadway improvements that result from traffic generated by new development. Fees are calculated on a citywide basis, differentiated by type of development in relationship to their relative traffic impacts. The intent of the fee is to provide an equitable means of ensuring that future development contributes their fair share of roadway improvements, so that the City's General Plan Circulation policies and quality of life can be maintained.

### 4.3 Significance Criteria

The goal of the City of Rocklin is to maintain LOS C during the PM peak hour.

Significance Criteria for Roadways in the City of Rocklin - In the City of Rocklin it is considered a significant impact if the intersection operations deteriorate to levels below the LOS C standard (based on General Plan Policy C-10). If an intersection already operates below the LOS standard, an impact is considered significant if the proposed project would cause intersection operations to deteriorate by volume-to-capacity ratio increases of at least 0.05, or average delay increases of at least 5 seconds for highway ramp intersections.

According to CEQA guidelines, a project would also have a significant impact if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit.
- Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards, and travel demand measures, or other standards established by a county congestion management agency for designated roadways.
- Result in inadequate emergency vehicle access.
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.
- Result in a projected future over-capacity freeway condition where current long-range planning studies show an under-capacity condition.
- Result in an internal circulation system design that does not meet City standards.

## 5) IMPACTS AND MITIGATION MEASURES

### 5.1 Project Trip Generation

The project is currently planned to include a tire store with a 10,224 square foot building, a high turnover sit down restaurant with 6,602 square feet of building space, three fast food restaurants with drive throughs with a total of 9,595 square feet of building space, 3,600 square feet of fast food restaurants without drive throughs, and 2,568 square feet of general retail space located

within the same building as the high turnover sit down restaurant. The trip generation calculations are shown in **Table 4**. They are based on the trip generation rates for a tire store (Land Use Code 848), high turnover sit down restaurant (Land Use Code 932) fast food restaurant with drive through (Land Use Code 934), fast food restaurant without drive through (Land Use Code 933), and general retail rates (Land Use Code 820). All rates used in the calculations were obtained directly from the Institute of Transportation Engineer’s (ITE) Trip Generation Manual, 9<sup>th</sup> Edition. Please note the detailed trip generation calculations are included in Table A-1 in the technical appendix to this report.

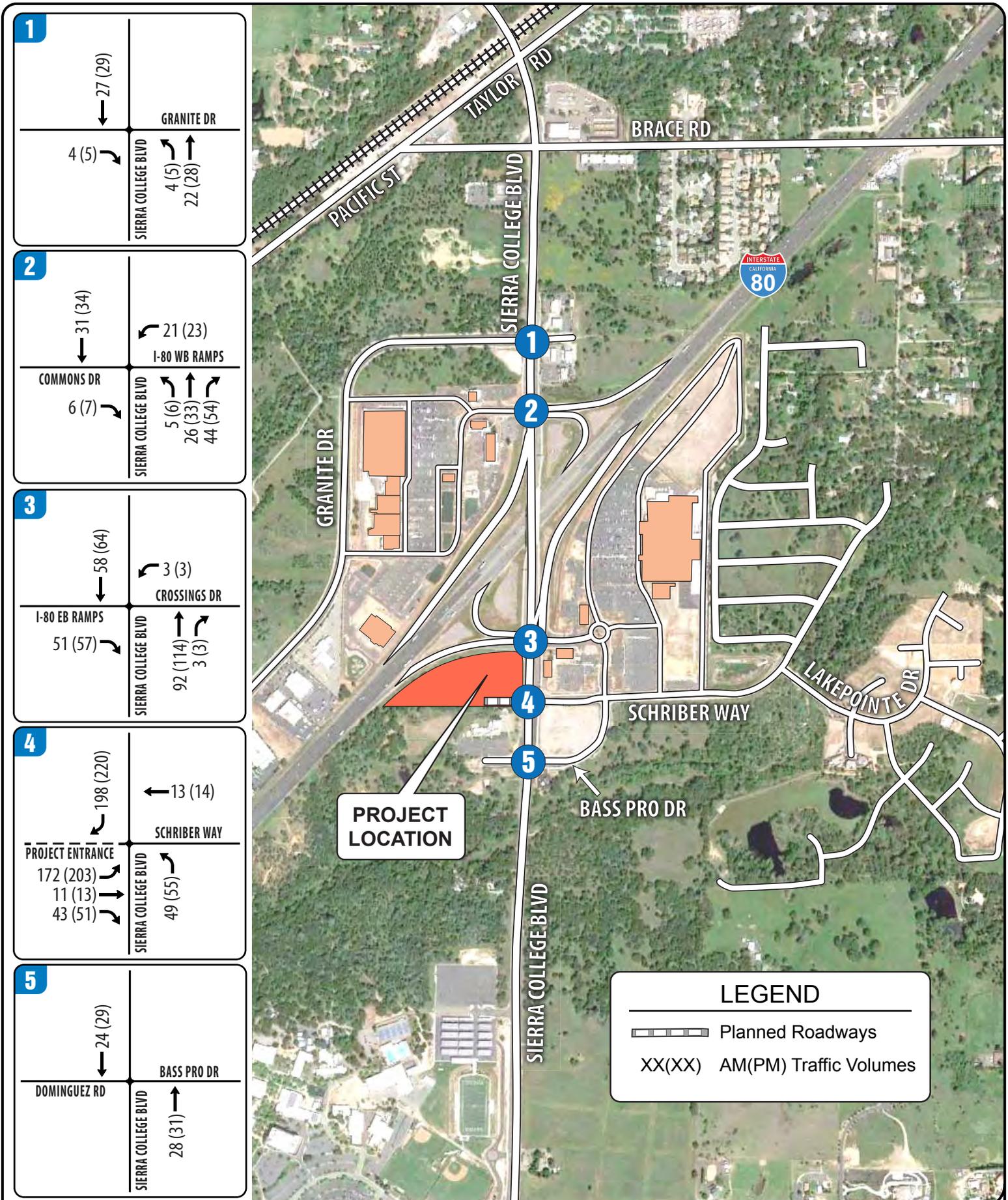
The total trip generation reflects all vehicle trips that would be counted at the project driveways, both inbound and outbound. At its driveways the project is forecast to generate approximately 475 new vehicle trips during the AM peak hour and 523 trips during the PM peak hour. Since the project is located on a high volume roadway the standard adjustments were applied to account for pass-by trips as per ITE guidelines. For fast food restaurants with a drive through a 49% reduction was applied to account for pass-by traffic and for restaurants *without* a drive through a 43% reduction was applied. For the proposed general retail space a 34% reduction was applied. With the application of the appropriate ITE pass-by reductions the project is forecast to generate approximately 266 new vehicle trips on the surrounding roadway system during the AM peak hour and 299 new trips during the PM peak hour. Please note that these reductions only apply to the study intersections that do not provide direct access to the project. For the LOS analysis of the project’s proposed entrance intersection there were no pass-by reductions applied to the project traffic, as per standard traffic engineering procedures. For purposes of determining the reasonable worst-case impacts of traffic on the surrounding street network from a proposed project, the trips generated by this proposed development are estimated for the peak commute hours of 7:30 a.m. and 8:30 a.m. and 4:30 p.m. to 5:30 p.m., which represent the peak of “*adjacent street traffic*” determined from the traffic counts taken during the peak periods from 7:00 to 9:00 AM and 4:00 to 6:00 PM. This is the time period when the project traffic would generally contribute to the greatest amount of congestion.

**TABLE 4  
TRIP GENERATION CALCULATIONS**

<i>Land Use</i>	<i>Size</i>	<i>ADT</i>	<i>AM Peak Hour</i>			<i>PM Peak Hour</i>		
			<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Tire Store	10,224 sq. ft.	399	19	11	31	18	24	42
High Turnover Sit Down Restaurants	6,602 sq. ft.	478	22	18	40	23	14	37
Fast Food Restaurants with Drive Throughs	9,595 sq. ft.	2,428	83	80	163	83	77	160
Fast Food Restaurants without Drive Throughs	3,600 sq. ft.	1,018	19	13	32	27	27	54
General Retail	2,568 sq. ft.	73	1	0	1	3	3	6
<b>Net New Project Trips</b>		<b>4,396</b>	<b>144</b>	<b>122</b>	<b>266</b>	<b>154</b>	<b>145</b>	<b>299</b>

## 5.2 Project Trip Distribution

The trip distribution assumptions have been based on the project’s proximity to the freeway interchange, the existing directional split at nearby intersections, and the overall land use patterns in the area as determined from the most recent update to the Countywide Travel Demand Model. **Table 5** presents the trip generation assumptions used in the analysis and **Figure 5** shows the resulting project traffic that would be added at the study intersections.



**FIGURE 5 | PROJECT AM(PM) PEAK HOUR TRIPS**  
**TRANSPORTATION IMPACT ANALYSIS**  
 Commercial Project on Sierra College Blvd  
 City of Rocklin

**TABLE 5  
PROJECT TRIP DISTRIBUTION ASSUMPTIONS**

<i>Origin / Destination</i>	<i>Peak Hour Trip Percentages</i>
To the East on I-80	14%
To the West on I-80	35%
To the South on Sierra College Boulevard	19%
To the West on Granite Drive	3%
To the North on Sierra College Boulevard	18%
To the West on Commons Drive	4%
To the East on Schriber Way	5%
To the East on Crossings Drive	2%

### 5.3 Existing Plus Project Traffic Capacity Conditions (Scenario 2)

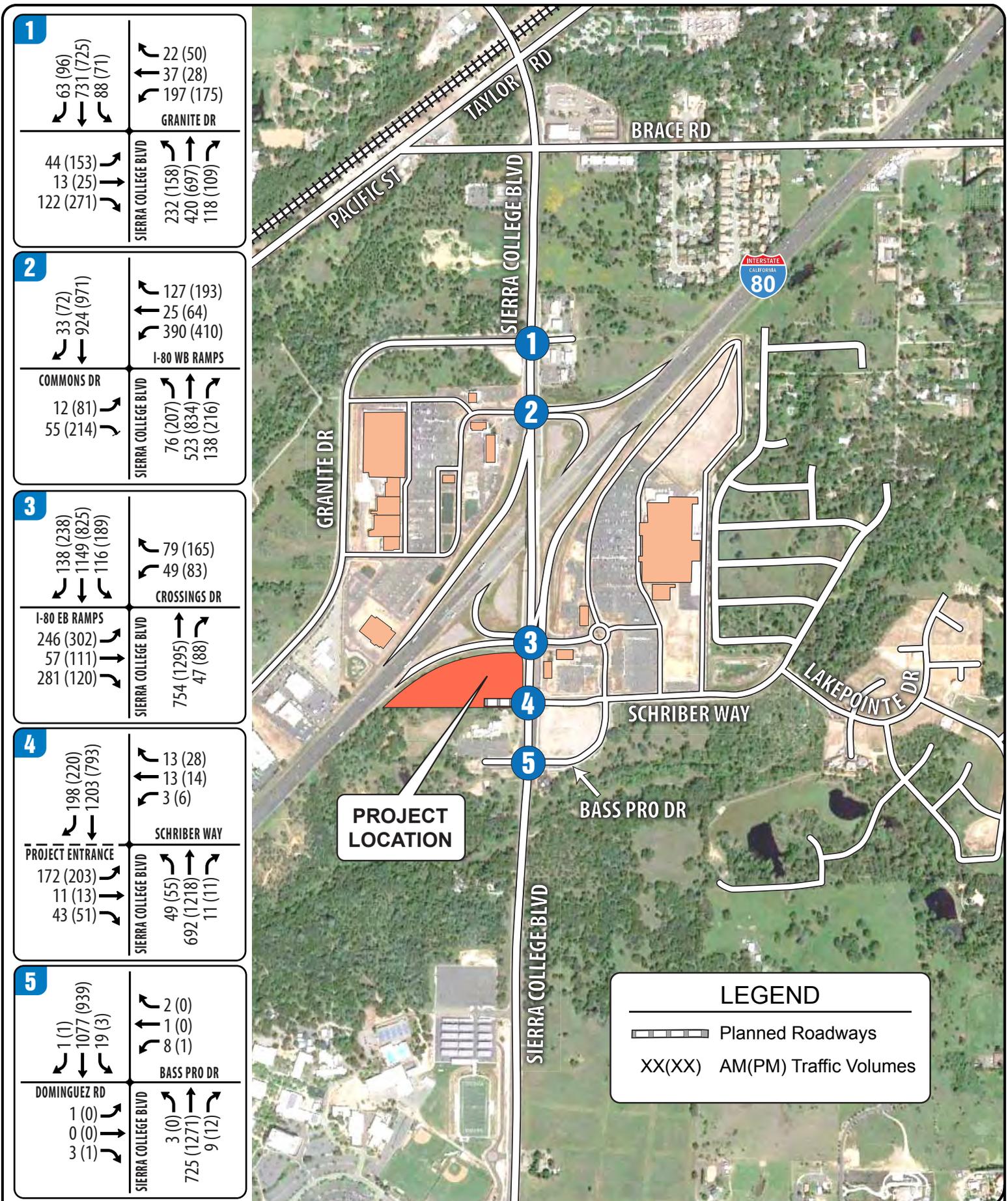
This scenario evaluates the existing conditions with the addition of traffic from the proposed project. The existing plus project volumes at each of the study intersections are presented in **Figure 6**. The capacity calculations for the Existing Plus Project scenario are shown in **Table 6**. Please note that the corresponding LOS analysis calculation sheets are presented in the Traffic Analysis Appendix. As shown in **Table 6**, with the addition of project traffic all study intersections would continue to have acceptable conditions (LOS C or better).

**TABLE 6  
EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS**

	INTERSECTION	CONTROL	PEAK HOUR	EXISTING		EXISTING PLUS PROJECT	
				Delay – V/C	LOS	Delay – V/C	LOS
1	GRANITE DRIVE & SIERRA COLLEGE BOULEVARD	Signalized	AM	0.58 V/C	A	0.59 V/C	A
			PM	0.57 V/C	A	0.58 V/C	A
2	COMMONS DRIVE / I-80 WB RAMPS & SIERRA COLLEGE BOULEVARD	Signalized	AM	10.7 sec.	B	10.8 sec.	B
			PM	17.5 sec.	B	17.8 sec.	B
3	CROSSINGS DRIVE / I-80 EB RAMPS & SIERRA COLLEGE BOULEVARD	Signalized	AM	14.5 sec.	B	16.4 sec.	B
			PM	12.6 sec.	B	14.5 sec.	B
4	SCHRIBER WAY & SIERRA COLLEGE BOULEVARD OVERALL INTERSECTION WESTBOUND RIGHT TURN	Side Street Stop Controlled (Signalized with Project)	AM	0.1 sec. 11.1 sec.	A B	0.56 V/C	A
			PM	0.2 sec. 13.8 sec.	A B	0.46 V/C	A
5	DOMINGUEZ RD & SIERRA COLLEGE BOULEVARD	Signalized	AM	0.37 V/C	A	0.38 V/C	A
			PM	0.32 V/C	A	0.33 V/C	A

**SOURCE:** Abrams Associates, 2017

**NOTES:** LOS results are presented in terms of average intersection delay in seconds per vehicle or the volume to capacity ratio.



**FIGURE 6 | EXISTING PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES**  
 TRANSPORTATION IMPACT ANALYSIS  
 Commercial Project on Sierra College Blvd  
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## 5.4 Baseline Traffic Capacity Conditions (Scenario 3)

The Baseline scenario evaluates the existing conditions with the addition of background growth along with traffic from reasonably foreseeable projects that could significantly affect the traffic volumes in the study area. Please note that a complete list of the approved projects assumed for this analysis, as well as the estimated trip generation for each, is included in the technical appendix to this report. In addition to traffic from all reasonably foreseeable projects, a general baseline growth in background traffic was also included based on the assumption that the project completion date would be 2020. This date was selected, in part, because this is when various approved projects are also expected to be completed.

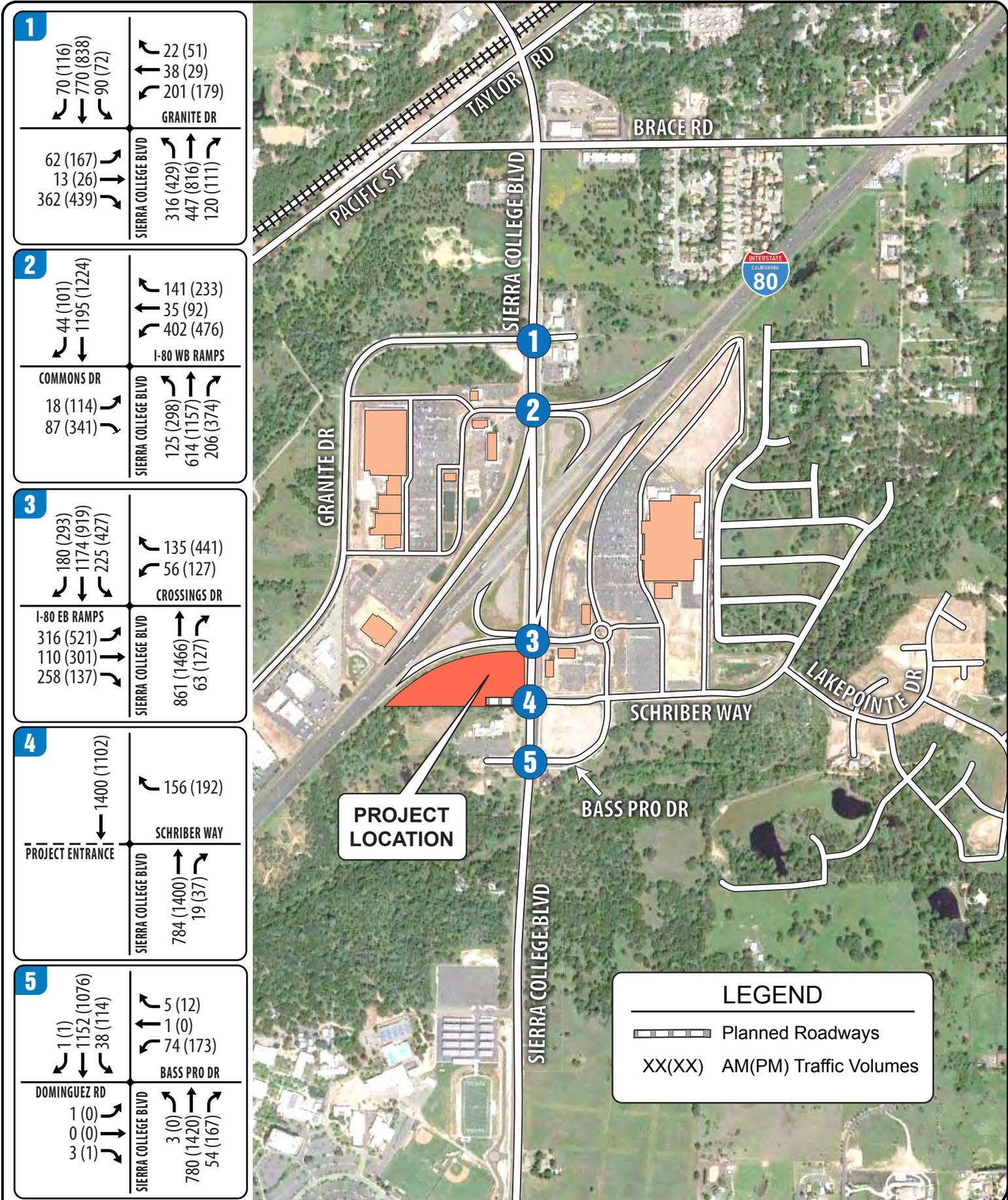
**Figure 7** presents the resulting baseline volumes at each of the project study intersections and **Table 7** summarizes the associated LOS computation results for the Baseline and Baseline Plus Project weekday AM and PM peak hour conditions. The corresponding LOS analysis calculation sheets are presented in the *Traffic Analysis Appendix*. As shown in **Table 7**, with addition of traffic from the proposed project all study intersections would continue to have acceptable conditions (LOS C or better) during the weekday AM and PM peak hours with the exception of the intersection of Sierra College Boulevard at Granite Drive which is forecast to operate at LOS D in the PM peak hour.

**TABLE 7  
BASELINE PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS**

	INTERSECTION	CONTROL	PEAK HOUR	BASELINE		BASELINE PLUS PROJECT	
				Delay – V/C	LOS	Delay – V/C	LOS
1	GRANITE DRIVE & SIERRA COLLEGE BOULEVARD	Signalized	AM	0.76 V/C	C	0.77 V/C	C
			PM	<b>0.88 V/C</b>	<b>D</b>	<b>0.89 V/C</b>	<b>D</b>
2	COMMONS DRIVE / I-80 WB RAMPS & SIERRA COLLEGE BOULEVARD	Signalized	AM	13.6 sec.	B	13.8 sec.	B
			PM	24.7 sec.	C	25.1 sec.	C
3	CROSSINGS DRIVE / I-80 EB RAMPS & SIERRA COLLEGE BOULEVARD	Signalized	AM	17.7 sec.	B	20.2 sec.	C
			PM	21.1 sec.	C	24.7 sec.	C
4	SCHRIBER WAY & SIERRA COLLEGE BOULEVARD <i>OVERALL INTERSECTION WESTBOUND RIGHT TURN</i>	Side Street Stop Controlled (Signalized with Project)	AM	1.0 sec. 13.8 sec.	A B	0.54 V/C	B
			PM	1.9 sec. 23.7 sec.	A C	0.52 V/C	A
5	DOMINGUEZ RD & SIERRA COLLEGE BOULEVARD	Signalized	AM	0.43 V/C	A	0.44 V/C	A
			PM	0.47 V/C	A	0.46 V/C	A

**SOURCE:** Abrams Associates, 2017

**NOTES:** LOS results are presented in terms of average intersection delay in seconds per vehicle or the volume to capacity ratio.



**FIGURE 7 | BASELINE AM(PM) PEAK HOUR TRAFFIC VOLUMES**  
**TRANSPORTATION IMPACT ANALYSIS**  
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## 5.5 Baseline Plus Project Traffic Capacity Conditions (Scenario 4)

The Baseline plus proposed project traffic forecasts were developed by adding project-related traffic to the baseline traffic volumes. **Figure 8** presents the Baseline Plus Project traffic volumes that were used in the analysis. As noted above, **Table 7** summarizes the LOS results for the Baseline and Baseline Plus Project weekday AM and PM peak hour. Please note that the corresponding LOS analysis calculation sheets are presented in the appendix. As shown in **Table 7**, all of the signalized study intersections would continue to have acceptable conditions (LOS C or better) during the weekday AM and PM peak hours with the exception of the intersection of Sierra College Boulevard at Granite Drive. Please note the intersection of Sierra College Boulevard at Granite Drive is forecast to operate at LOS D under Baseline Conditions regardless of whether or not the proposed project is implemented. The analysis indicated the project would not increase the V/C ratio by 0.05 or more at this intersection and therefore there were no significant transportation impacts identified and no off-site project mitigations were identified as being required. This LOS D condition was not identified in the General Plan EIR but can be mitigated to operate at LOS C without requiring widening of the intersection. This would require remarking the northbound Sierra College Boulevard to provide a second left turn lane by converting the right turn lane into a shared through right lane. This would most likely require a modification of the traffic signal to realign the traffic signal heads based on the adjusted lane configuration. It is anticipated that this project would be added to the City's Capital Improvement Program and that it and other future projects would be required to contribute a proportionate share of the costs through the City's traffic impact fee program.

## 5.6 Internal Circulation and Project Access

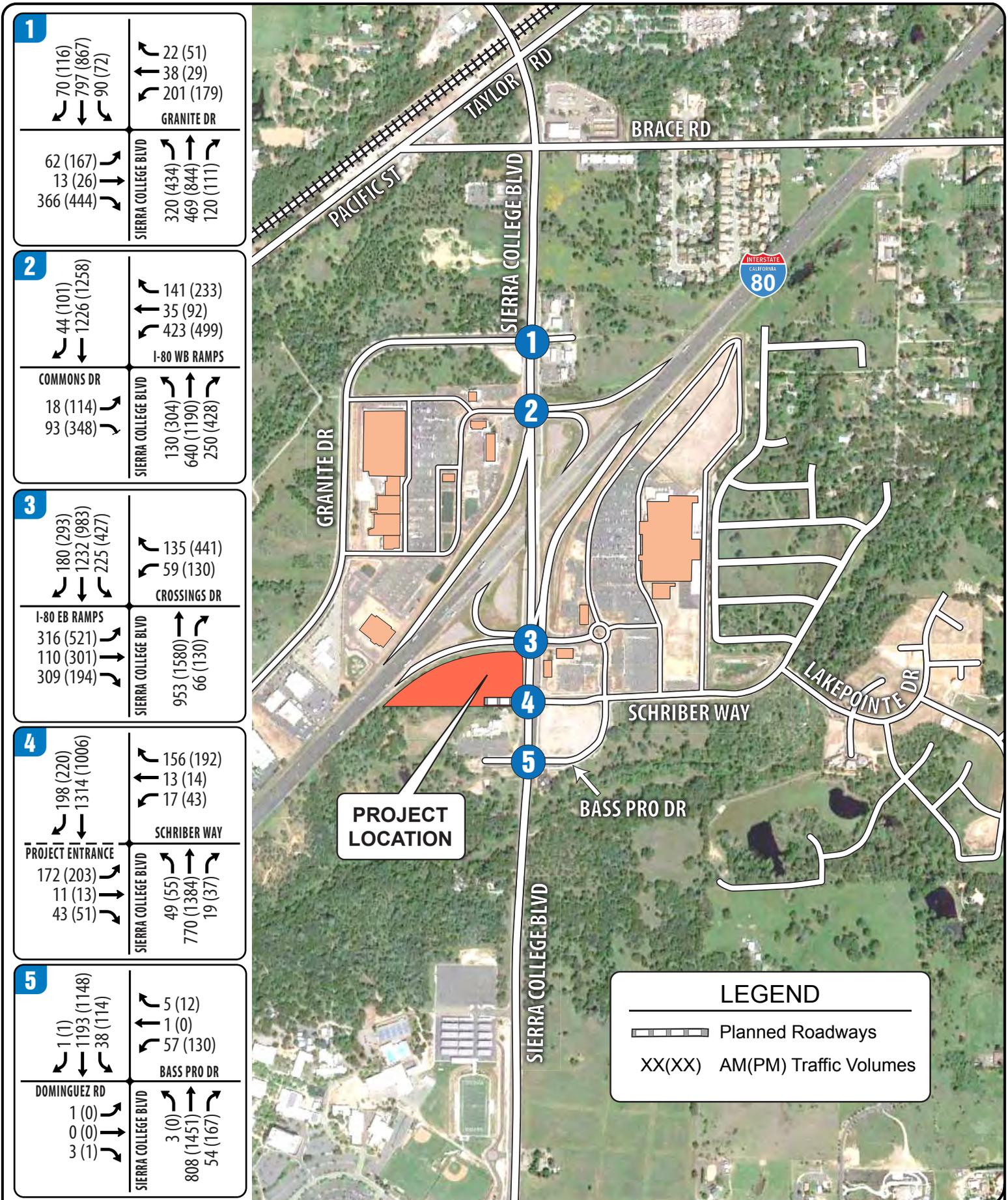
No internal site circulation or access issues have been identified that would cause a traffic safety problem or any unusual traffic congestion or delay. The volumes on the internal roadways would be light enough so that no significant conflicts would be expected with through traffic and vehicles backing out of the driveways and/or parking spaces within the project. At the main project entrance on Sierra College Boulevard there were no capacity problems identified with the lane configurations at the proposed project entrance. In particular, the queuing analysis indicated the forecast 95<sup>th</sup> percentile queues for the southbound right turn and northbound left turn into the project could be accommodated by the proposed turn pockets. Based on the original site plan it was recommended the City consider requiring any parking aisles located within 75 feet of Sierra College Boulevard entrance to be restricted to right turns only with a raised median. Left turn access to parking aisles located within 75 feet of the entrance can potentially cause unnecessary congestion within the development. Please note the latest version of the site plan meets this requirement.

## 5.7 Parking Impacts

The proposed project would provide an adequate supply of off-street parking based on the City's requirements. The project is proposing to meet the City's parking requirements and subject to City approval of the parking plan there would be no significant parking impacts

## 5.8 Pedestrian and Bicycle Impacts

The proposed project would generate additional pedestrian and bicycle traffic in the area, thereby potentially increasing conflicts. Along the project frontage on Sierra College Boulevard the sidewalk would be completed. Although the proposed project would increase vehicle traffic in the project vicinity it is not expected to significantly impact or change the design of any existing bicycle facilities or create any new safety problems for bicyclists in the area.



**FIGURE 8 | BASELINE PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES**  
 TRANSPORTATION IMPACT ANALYSIS  
 Commercial Project on Sierra College Blvd  
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## 5.9 Transit Impacts

The proposed project would not interfere with any existing bus routes and would not remove or relocate any existing bus stops. The proposed Project could also support existing bus services with additional transit ridership and would not conflict with any transit plans or goals of Placer County Transit. Therefore, the impact of the proposed Project on existing transit operations (or adopted plans related to transit) would be less than significant.

## 5.10 Cumulative Traffic Capacity Conditions (Scenario 5)

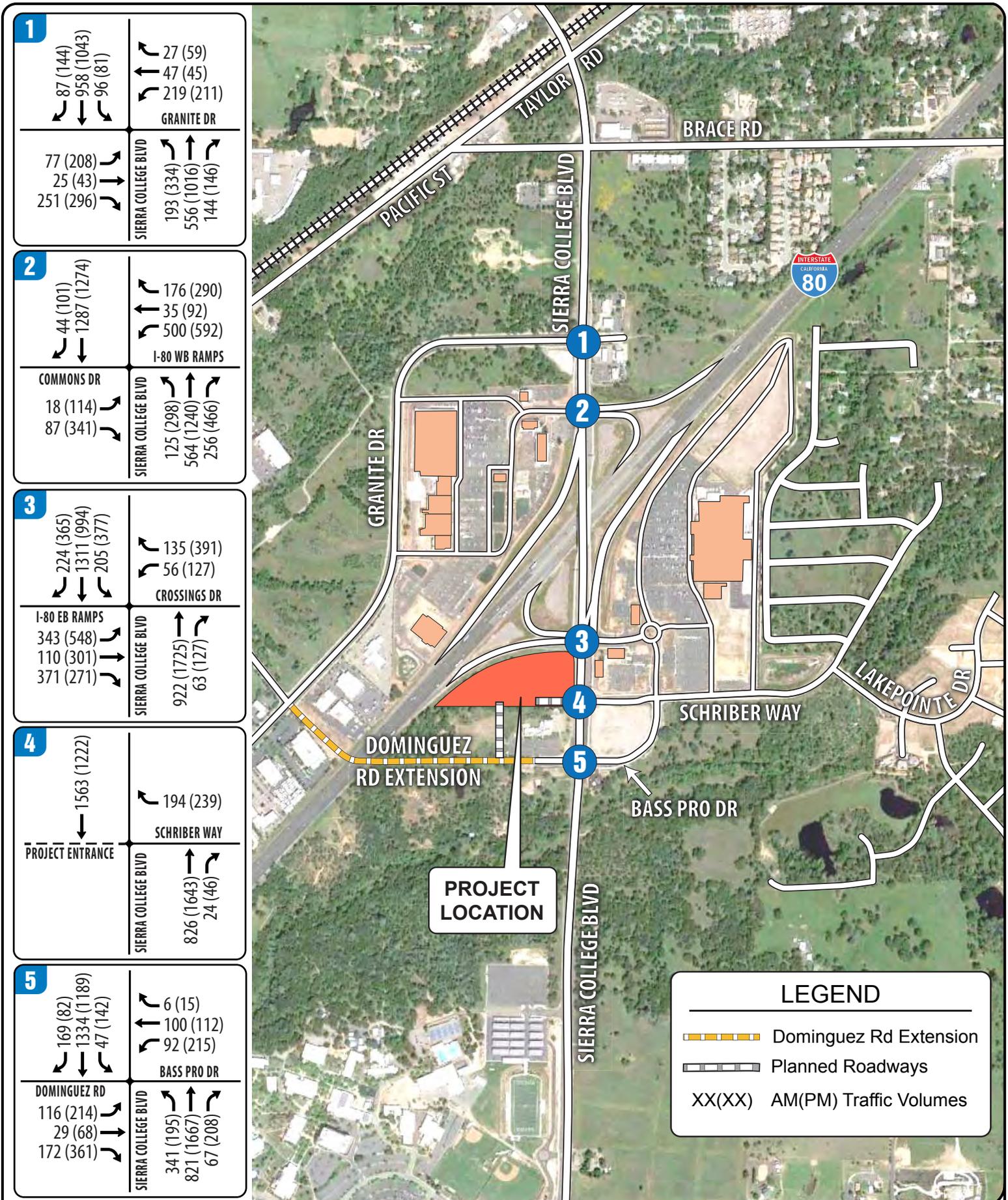
For the cumulative conditions, the intersection traffic volumes were based on the existing turning movements with the addition of traffic from all planned and approved projects in the area plus growth in background traffic estimated by the City's traffic model. The yearly growth rate determined from the City's model was used to forecast traffic volumes for the year 2040, as per Caltrans requirements. **Figure 9** presents the resulting cumulative 2040 traffic volumes. **Table 8** summarizes the LOS results for the cumulative (Year 2040) traffic conditions at each of the project study intersections. As mentioned previously, this scenario assumes completion of the planned Dominguez Road Overcrossing. As shown in **Table 8**, all of the signalized study intersections would continue to have acceptable conditions (LOS C or better) during the weekday AM and PM peak commute hours with the exception of the intersection of Sierra College Boulevard at Granite Drive, which is forecast to operate at LOS D under Cumulative Conditions. In addition, the side street right turn movement from Schriber Way is forecast to operate at LOS E although the overall intersection is forecast to operate at LOS A. Please note this scenario assumes completion of the Dominguez Road Overcrossing.

**TABLE 8**  
**CUMULATIVE PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS**

	INTERSECTION	CONTROL	PEAK HOUR	CUMULATIVE		CUMULATIVE PLUS PROJECT	
				Delay – V/C	LOS	Delay – V/C	LOS
1	GRANITE DRIVE & SIERRA COLLEGE BOULEVARD	Signalized	AM	0.71 V/C	C	0.72 V/C	C
			PM	<b>0.85 V/C</b>	<b>D</b>	<b>0.86 V/C</b>	<b>D</b>
2	COMMONS DRIVE / I-80 WB RAMPS & SIERRA COLLEGE BOULEVARD	Signalized	AM	14.7 sec.	B	15.2 sec.	B
			PM	28.3 sec.	C	28.9 sec.	C
3	CROSSINGS DRIVE / I-80 EB RAMPS & SIERRA COLLEGE BOULEVARD	Signalized	AM	24.7 sec.	C	27.6 sec.	C
			PM	27.5 sec.	C	34.6 sec.	C
4	SCHRIBER WAY & SIERRA COLLEGE BOULEVARD <i>OVERALL INTERSECTION WESTBOUND RIGHT TURN</i>	Side Street Stop Controlled (Signalized with Project)	AM	1.2 sec. 15.2 sec.	A C	0.47 V/C	A
			PM	3.7 sec. <b>41.9 sec.</b>	A <b>E</b>	0.44 V/C	A
5	DOMINGUEZ RD & SIERRA COLLEGE BOULEVARD	Signalized	AM	0.70 V/C	C	0.71 V/C	C
			PM	0.71 V/C	C	0.72 V/C	C

**SOURCE:** Abrams Associates, 2017

**NOTES:** LOS results are presented in terms of average intersection delay in seconds per vehicle or the volume to capacity ratio.



**FIGURE 9 | CUMULATIVE AM(PM) PEAK HOUR TRAFFIC VOLUMES**  
**TRANSPORTATION IMPACT ANALYSIS**  
 Commercial Project on Sierra College Blvd  
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**LEGEND**

- Dominguez Rd Extension
- Planned Roadways
- XX(XX) AM(PM) Traffic Volumes

## 5.11 Cumulative Plus Project Traffic Capacity Conditions (Scenario 6)

**Table 9** summarizes the LOS results for the Cumulative Plus Project (Year 2040) traffic conditions at each of the project study intersections. The 2040 forecasts were developed from the 2030 forecasts using the updated information on traffic patterns and approved projects in the study area. **Figure 10** presents the resulting cumulative 2040 traffic volumes. As mentioned previously, this scenario assumes completion of the Dominguez Road Overcrossing which is programmed in the City's 20-year Capital Improvement Program.

As shown in **Table 8**, with the addition of project traffic all of the signalized study intersections would continue to have acceptable conditions (LOS C or better) during the weekday AM and PM peak commute hours with the exception of the intersections of Sierra College Boulevard at Granite Drive. Please note this intersection is forecast to operate at LOS D in the future regardless of whether or not the proposed project is implemented. The analysis indicated the project would not increase the V/C ratio by 0.05 or more at this location. As a result, there were no significant transportation impacts identified under cumulative conditions and no off-site project mitigations were identified as being required. However, it is important to note that this assumes completion of the Dominguez Road Overcrossing in the cumulative analysis scenarios. The planned Dominguez Overcrossing Project is currently included in the City's Capital Improvement Program (CIP). It is assumed the project will be required to pay the specified Traffic Impact Mitigation (TIM) Fees to contribute to the main source of funding for the planned Dominguez Road overcrossing.

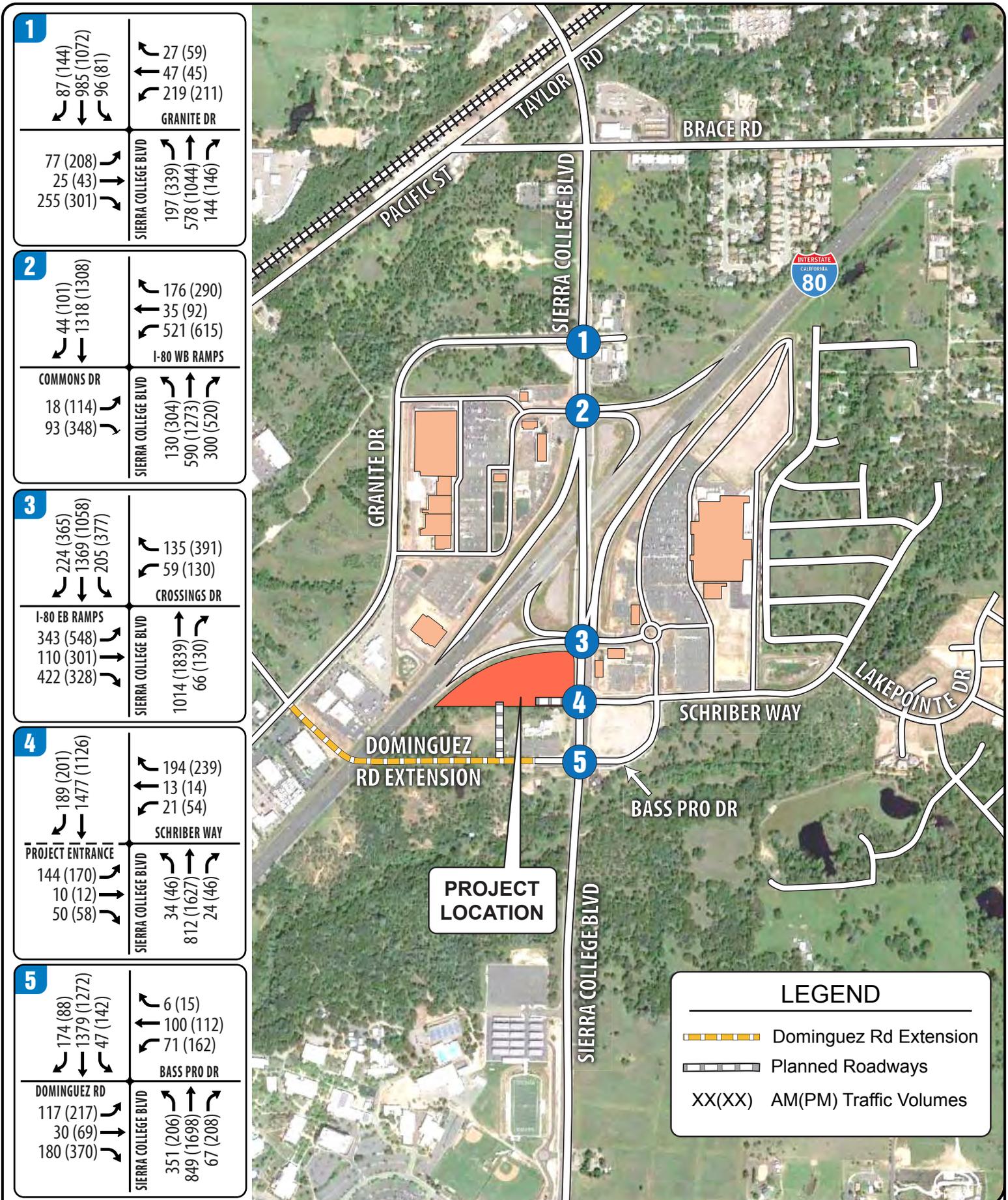
## 5.12 Analysis of Traffic Signal Warrants and Operations at the Proposed Project Entrance

The project is proposing to have one access point that would be developed directly opposite of where Schriber Way currently intersects with Sierra College Boulevard. The proposed lane configuration at this intersection for near term conditions is presented in **Figure 11**. The proposed future lane configuration with the planned widening of Sierra College Boulevard adjacent to the project entrance is shown in **Figure 12**. As seen in these figures the proposed signal would include separate right and left turn lanes for project access and preliminary review indicates these can be accommodated within the existing paved cross-section. As part of the project's proposal to install the traffic signal the plan would also include an exclusive left turn movement (and associated turn pocket) with protected phasing for the northbound Sierra College Boulevard approach to this intersection. On the eastbound Schriber Way approach a shared left-through lane would be provided in addition to the existing right turn lane.

A detailed analysis of the need for a traffic signal was prepared based on the California MUTCD which identifies nine traffic signal warrants that are required to be investigated to determine the potential for a traffic signal.<sup>2</sup> At the intersection of Sierra College Boulevard at Schriber Way (and the proposed project entrance) the traffic signal warrant analysis indicated none of the warrants are currently met under existing conditions. However, the analysis indicated the peak hour volume warrant (Warrant #3) would definitely be met at the intersection with the addition of traffic from the proposed project. It is important to note that the satisfaction of one or more warrants does not in itself determine whether or not a traffic signal should be installed. Generally an intersection that meets one or more warrants is only considered a potential

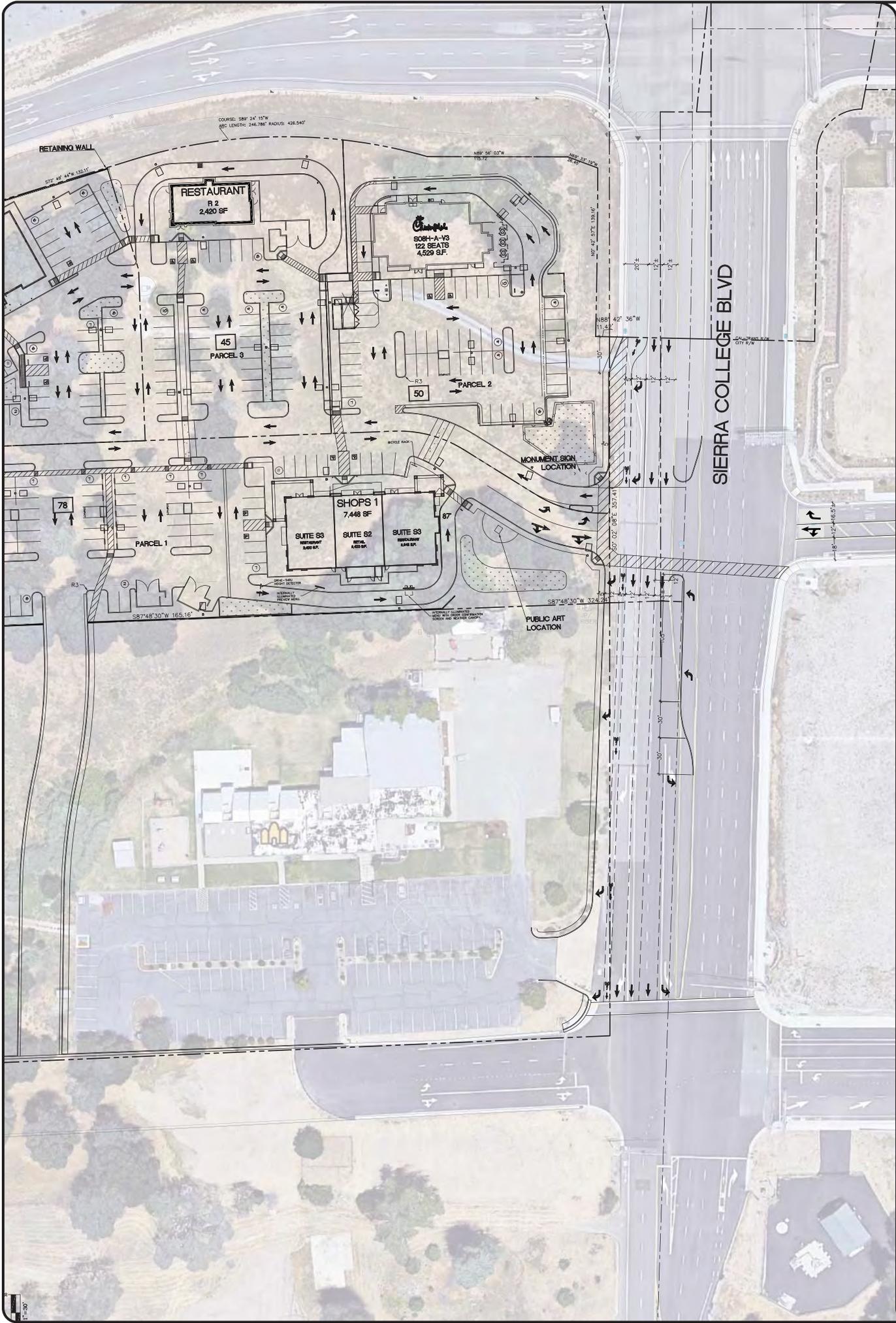
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<sup>2</sup> *California Manual of Uniform Traffic Control Devices (MUTCD)*, Caltrans, Sacramento, CA, November 7, 2014.

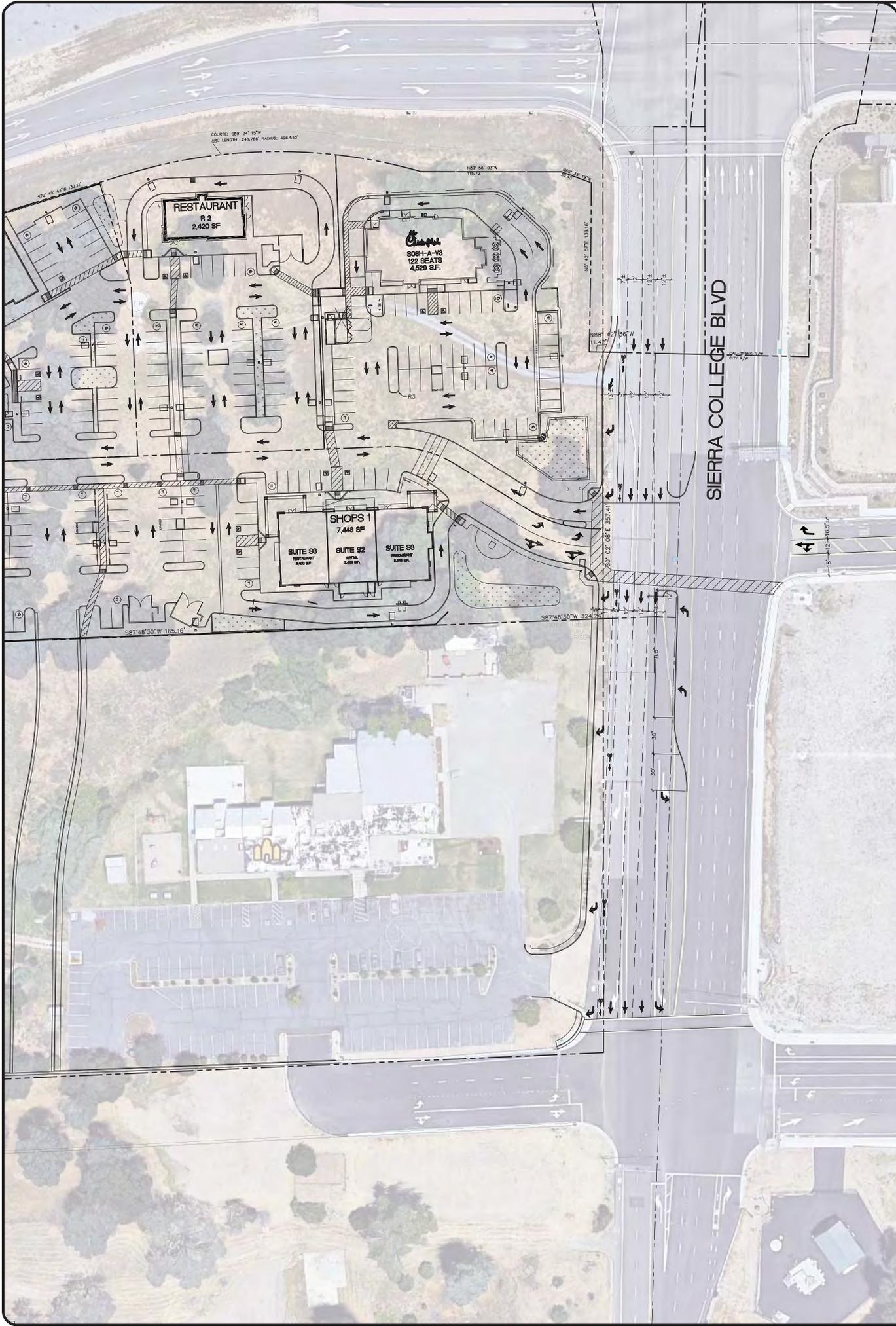


**FIGURE 10 | CUMULATIVE PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES**  
**TRANSPORTATION IMPACT ANALYSIS**

Commercial Project on Sierra College Blvd  
 City of Rocklin



**FIGURE 11 | NEAR TERM PROJECT ENTRANCE DESIGN**  
**TRANSPORTATION IMPACT ANALYSIS**  
 Commercial Project Sierra College Blvd  
 City of Rocklin



**FIGURE 12 | FUTURE PROJECT ENTRANCE DESIGN**  
**TRANSPORTATION IMPACT ANALYSIS**  
 Commercial Project Sierra College Blvd  
 City of Rocklin

candidate for signalization and further investigation and design review is normally required before a final determination can be made.

For this analysis a detailed review of traffic operations was also conducted to determine if the intersection could operate safely and efficiently *without* installation of a traffic signal. **Table 9** presents the LOS results for the project with a comparison of traffic operations with and without a traffic signal. In the first scenario the entrance is assumed to be controlled with side street stop control and only right in and right out access. The second scenario shows the operations with installation of a traffic signal. As seen in **Table 9**, the project entrance intersection is forecast to have acceptable operations if a traffic signal is assumed to be implemented.

**TABLE 9  
CUMULATIVE PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS WITH AND WITHOUT INSTALLATION OF THE PROPOSED TRAFFIC SIGNAL**

INTERSECTION	CONTROL	PEAK HOUR	CUMULATIVE PLUS PROJECT (ENTRANCE UNSIGNALIZED)		CUMULATIVE PLUS PROJECT (WITH TRAFFIC SIGNAL)	
			Delay – V/C	LOS	Delay – V/C	LOS
1 GRANITE DRIVE & SIERRA COLLEGE BOULEVARD	Signalized	AM	0.74 V/C	C	0.72 V/C	C
		PM	<b>0.87 V/C</b>	<b>D</b>	<b>0.86 V/C</b>	<b>D</b>
2 COMMONS DRIVE / I-80 WB RAMPS & SIERRA COLLEGE BOULEVARD	Signalized	AM	15.7 sec.	B	15.2 sec.	B
		PM	29.1 sec.	C	28.9 sec.	C
3 CROSSINGS DRIVE / I-80 EB RAMPS & SIERRA COLLEGE BOULEVARD	Signalized	AM	29.2 sec.	C	27.6 sec.	C
		PM	38.5 sec.	D	34.6 sec.	C
4 SCHRIBER WAY & SIERRA COLLEGE BLVD <i>OVERALL INTERSECTION WESTBOUND RIGHT TURN EASTBOUND RIGHT TURN</i>	Side Street Stop Controlled (Signalized with Project)	AM	4.4 sec. 22.8 sec. <b>43.2 sec.</b>	C C <b>E</b>	0.47 V/C	A
		PM	14.9 sec. <b>207.4 sec.</b> 28.2 sec.	B <b>F</b> D	0.44 V/C	A
5 DOMINGUEZ RD & SIERRA COLLEGE BOULEVARD	Signalized	AM	<b>0.86 V/C</b>	<b>D</b>	0.71 V/C	C
		PM	<b>0.95 V/C</b>	<b>E</b>	0.72 V/C	C

**SOURCE:** Abrams Associates, 2017

**NOTES:** LOS results are presented in terms of average intersection delay in seconds per vehicle or the volume to capacity ratio.

As shown in **Table 9**, this intersection would be forecast to have poor operations (LOS F conditions) if the project were developed with side street stop control at the project exit. In addition, the elimination of left turns at the project entrance would require customers and employees approaching from the south to circulate around through either through the Rocklin Crossings Shopping Center or possibly by making a U-turn on the other side of the freeway. This would be necessary so they could approach the project on southbound Sierra College Boulevard and make the right turn into the project site. This would be forecast to result in the intersection of Sierra College Boulevard at Crossings Drive and the I-80 Eastbound Ramps (Intersection #3) degrading from LOS C to LOS D. In addition, the changes in the access routes to the project that would result from the elimination of left turns at the project entrance would also be forecast to cause the right turn movement from Schriber Way to degrade from LOS E to LOS F.

Another area that must be investigated as part of any traffic signal analysis is the potential for the proposed traffic signal to cause queuing problems to develop in the study area. For this analysis a detailed review of queuing was conducted using the Synchro model that was

developed for the analysis using the 95<sup>th</sup> percentile queues. Based on the analysis of queuing results it was verified the forecast queues at each of the project study intersections (including the entrance intersection) would not exceed the storage of the right and left turn pockets based on the forecasts. Please note that the detailed traffic signal warrant analysis worksheets are included in the technical appendix to this report along with a complete set of the queuing results for each study intersection under each scenario.

### 5.13 Project-Specific Impacts and Mitigation Measures

The analysis conducted for this report indicates the project would not result in any significant transportation impacts and no off-site project mitigations were identified as being required. However, it is again important to note that this assumes completion of the Dominguez Road Overcrossing in the cumulative analysis scenarios.

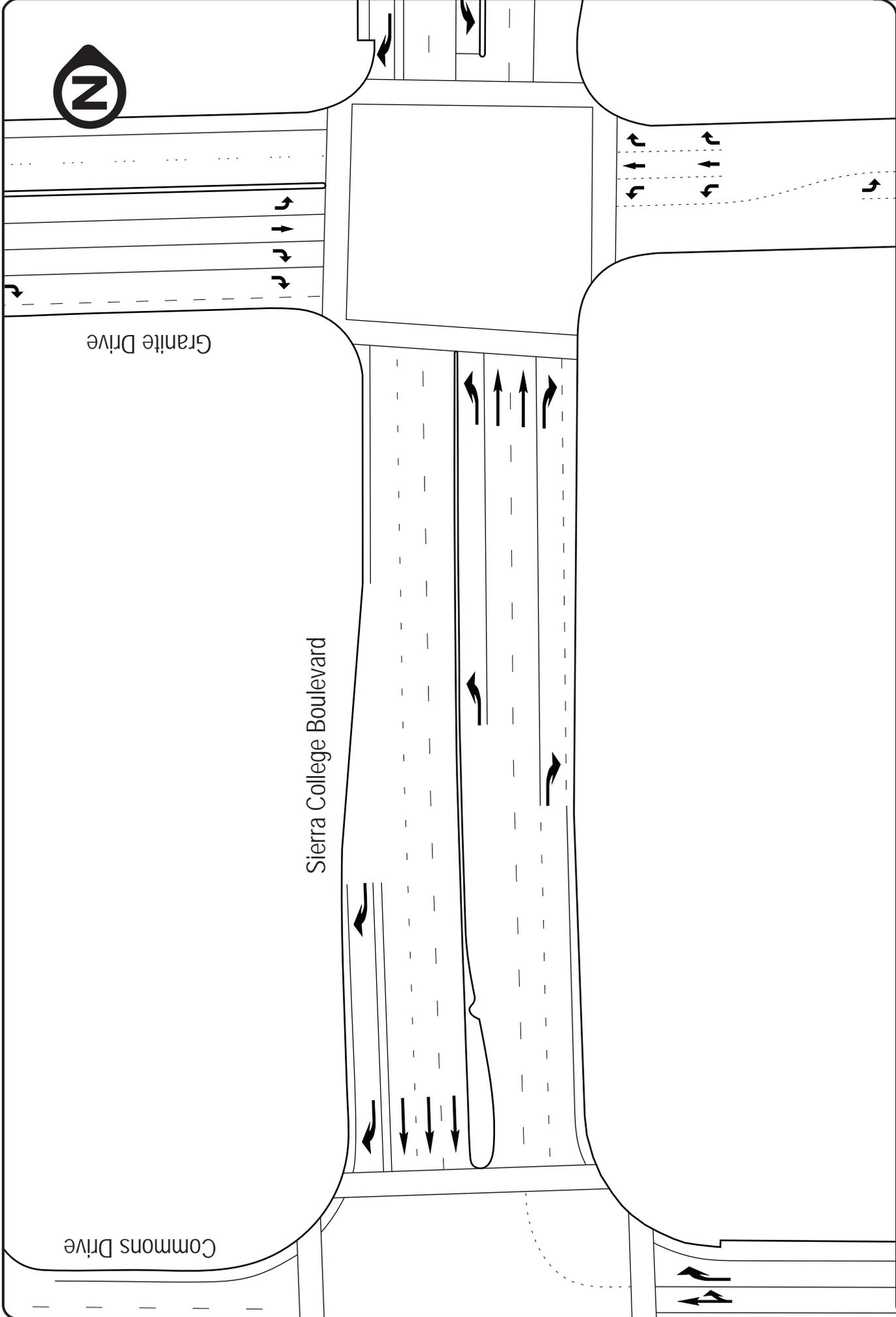
**Impact #1 The proposed project could contribute to LOS operations exceeding the established standards at the following intersection under the Cumulative (Year 2040) Scenario where all reasonably foreseeable projects are assumed to be constructed:**

#### ***Sierra College Boulevard at Granite Drive (Intersection #1)***

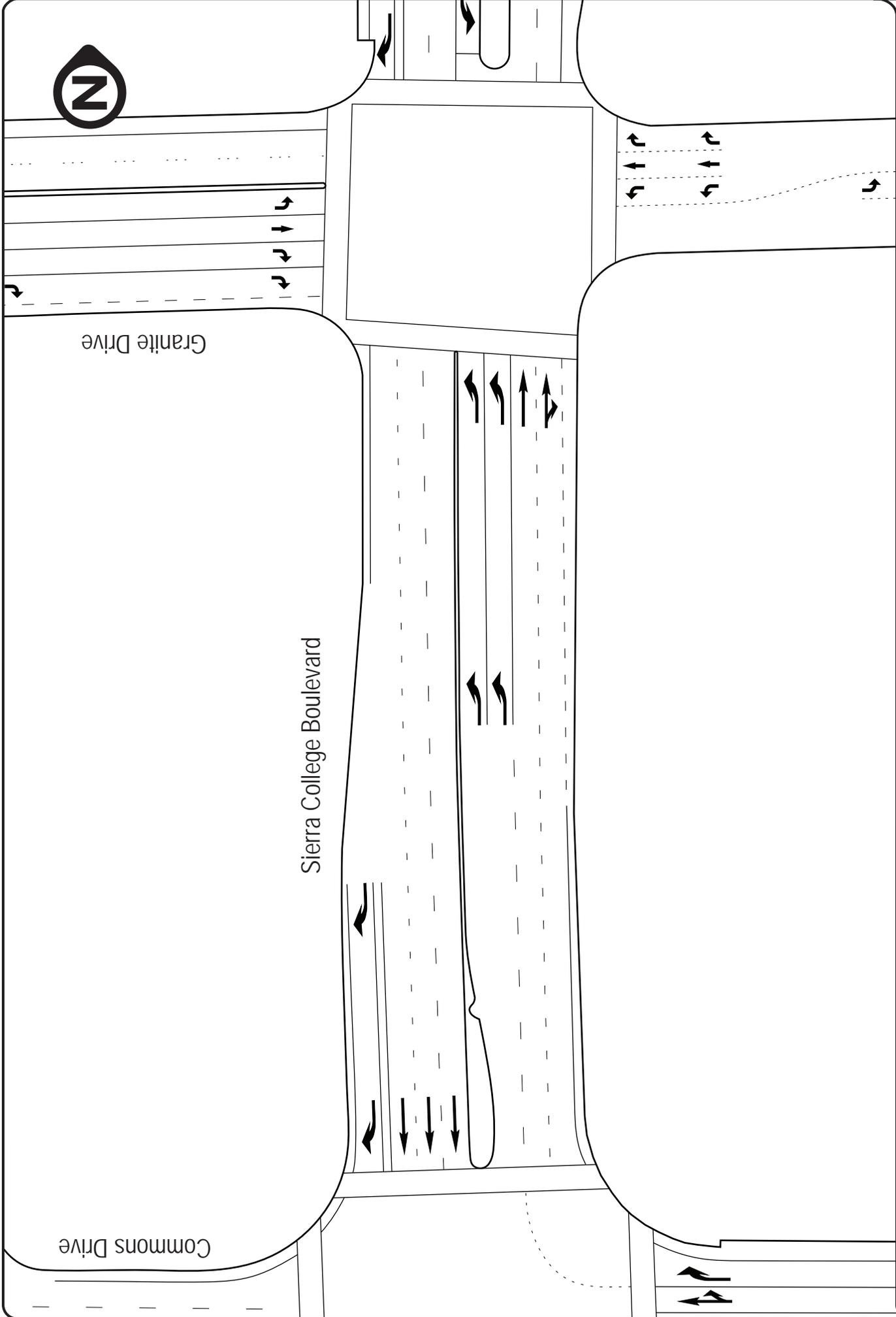
The addition of traffic from the proposed project would contribute to this intersection exceeding the established LOS standards in both the Baseline and Cumulative Scenarios even if the planned roadway improvements in the area included in the City's Capital Improvement Program are assumed to be completed (i.e. the planned Dominguez Overcrossing Project). Please note this intersection is forecast to operate at LOS D in the future regardless of whether or not the proposed project is implemented. This LOS D condition was not identified in the General Plan EIR but can be mitigated to operate at LOS C without requiring widening of the intersection. This would require remarking the northbound Sierra College Boulevard to provide a second left turn lane by converting the right turn lane into a shared through right lane. The existing conditions on the northbound Sierra College Boulevard approach to Granite Drive are presented in **Figure 13** and the proposed revisions to the lane configuration are shown in **Figure 14**. This would most likely require a modification of the traffic signal to realign the traffic signal heads based on the adjusted lane configuration. It is anticipated that this project would be added to the City's Capital Improvement Program and that the proposed project (and other future projects) would be required to contribute a proportionate share of the costs for this improvement.

To ensure completion of the CIP projects it is assumed the project will be required to pay the specified Traffic Impact Mitigation (TIM) Fees to contribute to the main source of funding for the planned Dominguez Road overcrossing. Please note that given the City's ongoing monitoring and implementation of the CIP and traffic impact fee programs there is a high level of certainty that projects in the CIP will be constructed, making reliance on the implementation of CIP projects (such as the Dominguez Road Overcrossing) as mitigation for forecasted impacts reasonable.

Even with construction of the CIP improvements planned for the area, the intersection of Sierra College Boulevard at Granite Drive would still be forecast to exceed the established standards under the cumulative build out scenario



**FIGURE 13 | EXISTING LANE CONFIGURATION**  
**TRANSPORTATION IMPACT ANALYSIS**  
 Commercial Project Sierra College Blvd  
**City of Rocklin**



**FIGURE 14 | PROPOSED LANE CONFIGURATION CHANGES**  
**TRANSPORTATION IMPACT ANALYSIS**  
 Commercial Project Sierra College Blvd  
**City of Rocklin**

(although a feasible solution to achieve LOS C is discussed above). However, the traffic forecast to be generated by proposed project would increase the V/C ratio at this intersection by less than 0.05 and therefore the project's contribution to this would be considered a **less-than-significant** impact.

Mitigation Measure(s)

*None required.*

**Impact #2 Demolition and construction activities associated with the proposed project would result in an increase in traffic to and from the site and could lead to unsafe conditions near the project site.**

Prior to the issuance of grading and building permits, the project applicant would be required to coordinate with the City on a construction access plan. The Traffic Control Plan would indicate how parking for construction workers would be provided and ensure a safe flow of traffic in the project area during construction. This analysis assumed construction of the entire project in one phase to identify the potential worst-case traffic effects. If the project is built in phases over time, the effects of each phase will be the same or less. Each phase will be subject to a Traffic Control Plan and oversight by the City Engineer. The last phase may require added worker parking measures, depending on the circumstances, as there will not be any remaining vacant land for parking. Therefore, the demolition and construction activities associated with the proposed project or its individual phases would not lead to noticeable congestion in the vicinity of the site or the perception of decreased traffic safety resulting in a **less-than-significant** impact.

Mitigation Measure(s)

*None required.*

**Impact #3 Impacts related to site access and circulation.**

The proposed project's development would have one signalized driveway on Sierra College Boulevard. Based on a review of the proposed site plan it was determined that the site circulation should function well and would not cause any safety or operational problems. In general, the project site design has been required to conform to City design standards and is not expected to create any significant impacts to pedestrians, bicyclists or traffic operations. Therefore, impacts related to site access and circulation to the proposed project would be **less-than-significant**.

Mitigation Measure(s)

*None required.*

**Impact #4 Impacts regarding emergency vehicle access on and surrounding the proposed project site.**

Sufficient emergency access is determined by factors such as number of access points, roadway width, and proximity to fire stations. All lane widths within the project would be required to meet the minimum width that can accommodate an emergency vehicle so the width of the internal roadways should be adequate.

Therefore, subject to approval from the police and fire departments, the development of the proposed project is expected to have **less-than-significant** impacts regarding emergency vehicle access.

Mitigation Measure(s)

*None required.*

**Impact #5 Impacts relating to the presence and availability of adequate parking.**

The project is proposing to provide a sufficient amount of parking to ensure consistency with the City's requirements. Therefore, the proposed project is not expected to create parking impacts on the surrounding areas, and impacts related to adequate parking would be **less-than-significant**.

Mitigation Measure(s)

*None required.*

**Impact #6 Impacts related to alternative transportation facilities.**

The proposed project would generate additional pedestrian and bicycle traffic in the area, thereby potentially increasing conflicts between vehicles, bicycles, and pedestrians. Although the proposed project would increase vehicle and pedestrian traffic in the project vicinity it is not expected to significantly impact or change the design of any existing bicycle or pedestrian facilities or create any new safety problems for in the area. Based on this analysis the proposed project would have a **less-than-significant** impact on alternative transportation facilities.

Mitigation Measure(s)

*None required.*