RESOLUTION NO. PC-2002-53

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROCKLIN APPROVING A MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACTS AND APPROVING A MITIGATION MONITORING PROGRAM (Sunset West Lot 19 Shopping Center / U-2000-16 & DR-2000-21)

WHEREAS, the City of Rocklin's Environmental Coordinator prepared an initial study on the Sunset West Lot 19 Shopping Center (U-2000-16 & DR-2000-21) (the "Project") which identified potentially significant effects of the Project; and

WHEREAS, revisions to and/or conditions placed on the Project, which were made by or agreed to by the applicant before the mitigated negative declaration was released for public review, were determined by the environmental coordinator to avoid or reduce the potentially significant effects and that there was, therefore, no substantial evidence that the Project, as revised and conditioned, would have a significant effect on the environment; and

WHEREAS, a mitigated negative declaration of environmental impacts was then prepared, properly noticed, and circulated for public review.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Rocklin as follows:

Section 1. Based on the initial study, the revisions and conditions incorporated into the Project, and information received during the public review process, the Planning Commission of the City of Rocklin finds that there is no substantial evidence that the Project, as revised and conditioned, will have a significant effect on the environment.

Section 2. The mitigated negative declaration reflects the independent judgment of the Planning Commission.

Section 3. All feasible mitigation measures identified in the City of Rocklin General Plan Environmental Impact Reports, including the Sunset West General Development Plan Environmental Impact Report and North Rocklin Circulation Plan Environmental Impact Report, which are applicable to this project have been adopted and undertaken by the City of Rocklin and all other public agencies with authority to mitigate the project impacts or will be undertaken as required by this project.

Section 4. A mitigated negative declaration of environmental impacts is hereby approved.

Section 5. The Mitigation Monitoring Program prepared in connection with the project is approved.

Section 6. The documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in the office of the Rocklin Community Development Director, 3970 Rocklin Road, Rocklin, California 95677. The custodian of these documents and other materials is the Rocklin Community Development Director.

Section 7. Upon approval by the Planning Commission, the environmental coordinator shall file a Notice of Determination with the County Clerk of Placer County and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

PASSED AND ADOPTED this 18th day of June, 2002, by the following roll call vote:

AYES: Commissioners Coleman, Sully, O'Brien

NOES: Commissioner Menth

ABSENT: Commissioner Barber

ABSTAIN: None

Chairman

ATTEST:

Secretary

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COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ROCKLIN
3970 Rocklin Road
Rocklin, California 95677
(916) 632-4020

EXHIBIT A
MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT
(Sunset West Lot 19 Shopping Center / U-2000-16 & DR-2000-21)

Project Name and Description

An application to approve a conditional use permit and design review to allow the construction and operation of a shopping center on a 12.2-acre lot. The proposed development would involve the construction of a grocery anchor store, retail shops, a drive-through restaurant pad, and the possibility of a gas station/convenience store and/or daycare facility. The shopping center would have a total of approximately 100,000 square feet of floor area with approximately 510 parking spaces as well as a 25-foot landscape setback along Lonetree Boulevard and Blue Oaks Boulevard. Vehicular access would be provided via two entries from Blue Oaks Boulevard and two entries from Lonetree Boulevard (Please see Attachment A).

Project Location

The subject property is generally located at the northwest corner of the intersection of Lonetree Boulevard and Blue Oaks Boulevard in the City of Rocklin.
APN. 365-020-045

Project Proponents Name

Property Owners: Diversified Investors
Applicant: Omni-Means, Ltd.

Proposed Findings of No Significant Effect

I find that as submitted, the proposed project could have a significant effect on the environment. However, revisions in the project have been made by or agreed to by the project proponent which will avoid these effects or mitigate these effects to a point where clearly no significant effect will occur. Therefore, A MITIGATED NEGATIVE DECLARATION has been prepared. The initial study supporting the finding stated above and describing the mitigation measures included in the project is attached as Exhibit A and incorporated herein by reference.

Date Circulated for Review: 4/17/02

Date Adopted: 6-18-02

Signature: Sherri Abbas

Sherri Abbas, Planning Services Manager

COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ROCKLIN
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EXHIBIT 1

INITIAL STUDY AND ENVIRONMENTAL CHECKLIST

SUNSET WEST LOT 19 SHOPPING CENTER

U-2000-16 & DR-2000-21

NORTHWEST CORNER OF THE INTERSECTION OF LONETREE BOULEVARD AND BLUE OAKS BOULEVARD

April 17, 2002

***PREPARED BY*:**

City of Rocklin

***CONTACT*:**

Sherri Abbas, Planning Services Manager
3970 Rocklin Road
916-632-4020

***APPLICANT*:**

Omni-Means, Ltd.
2237 Douglas Boulevard, Suite 100
Roseville, CA 95661

COMMUNITY DEVELOPMENT DEPARTMENT
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COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ROCKLIN
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INTRODUCTION

The Sunset West Lot 19 Shopping Center project is a request to approve a conditional use permit and design review to allow the construction and operation of a shopping center on a 12.2-acre lot. The proposed development would involve the construction of a grocery anchor store, retail shops, a drive-through restaurant pad, and the possibility of a gas station/convenience store and/or daycare facility. The shopping center would have a total of approximately 100,000 square feet of floor area with approximately 510 parking spaces as well as a 25-foot landscape setback along Lonetree Boulevard and Blue Oaks Boulevard. Vehicular access would be provided via two entries from Blue Oaks Boulevard and two entries from Lonetree Boulevard (Please see Attachment A).

This document has been prepared in accord with the provisions of the California Environmental Quality Act (CEQA) to analyze potential environmental impacts of the project so that the public may be informed and comment on the project and any potential impacts and so that the Planning Commission can take impacts and proposed mitigation measures into consideration when considering their action on the proposed project.

COMMUNITY DEVELOPMENT DEPARTMENT
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ENVIRONMENTAL REVIEW OF PRIVATE DEVELOPMENT PROJECTS

The California Environmental Quality Act (CEQA) (Public Resources Code §21000, et seq., California Code of Regulations §15000, et seq., Rocklin City Council Resolution No. 96-242) requires the City of Rocklin to conduct an assessment of the potential environmental impacts of a project over which it has discretionary approval authority, and to take that assessment into consideration before approving the project. Below is a brief review of the purpose and scope of the CEQA process, to enable the reader to understand how the environmental assessment is conducted, how prior environmental assessments are integrated into the process, how the public and other governmental agencies are involved in the process, and how the information obtained is used in reaching a decision on whether to approve, conditionally approve, or deny a project.

1. The Initial Study (Guidelines §15063).

After a preliminary evaluation of a proposal to determine whether the proposal is a "project" within the meaning of CEQA and whether either a statutory or categorical exemption applies to take the project out of CEQA review, the environmental assessment begins with the preparation of the Initial Study. The Initial Study serves a number of purposes. It is used primarily to determine whether a Negative Declaration (ND) or an Environmental Impact Report (EIR) is needed for the project. In addition, however, the Initial Study also provides useful environmental information to the applicant allowing a project to be modified to avoid significant environmental effects before further processing, enabling the project to qualify for a Mitigated Negative Declaration (MND). It also helps in preparing an EIR, if one is necessary, by focusing the environmental analysis on effects deemed significant, explaining why other effects are not deemed significant, and explaining whether or not and how prior NDs or EIRs may be used for the project, either as the environmental analysis for the project or by way of tiering or otherwise.

The Initial Study includes the following:

1. A brief description of the project in its environmental setting;

2. Identification of environmental effects by use of a checklist;

3. A brief explanation of checklist entries;

4. A discussion of mitigation measures, if any;

5. An examination of project consistency with applicable land use controls.

The explanation of checklist entries will include a discussion and appropriate references to analyses in other EIRs which form the basis for evaluating the project.

When the City determines to prepare an Initial Study, it consults informally with all responsible agencies and trustee agencies to obtain their recommendations on the appropriate environmental review of the project.

If, based on the Initial Study, the City concludes that there is substantial evidence that any aspect of the project may cause a significant effect on the environment, an EIR will be required for the project. If, based on the Initial Study, the City concludes that there is no substantial evidence that the project may cause a significant effect on the environment, a ND will be prepared. In addition, the Initial Study may identify ways to modify a project to incorporate changes or mitigation measures that would avoid potentially significant impacts, therefore, qualifying the project for a MND and eliminating unnecessary EIRs.

2. The Negative Declaration and Mitigated Negative Declaration (Guidelines §§15070-15075; 15097; 15371).

If an Initial Study concludes that the proposed project will not have a significant effect on the environment, a document called a Negative Declaration (ND) is prepared. The ND includes a brief description of the project and its location, the proposed finding of no significant impact on the environment, and a copy of the Initial Study to document the reasons to support the findings. A notice of intent to adopt a negative declaration is then prepared and sent to responsible and trustee agencies, adjacent jurisdictions, and the County Clerk. It is also published in the Placer Herald and mailed to those who are otherwise on the list to receive notice of the project. This notice is given at least twenty days prior to hearing on the project to allow the agencies and the public an opportunity to review and comment on the proposed ND.

The Negative Declaration must be reviewed and considered by the body hearing the project prior to making a decision on the project. Adoption of a ND must be supported by the finding, based on the whole record (including the Initial Study and any comments received) that there is no substantial evidence that the project will have a significant effect on the environment and that the ND reflects the City's independent judgment and analysis.

If an Initial Study identifies potentially significant environmental effects of a project, but the project is revised to incorporate mitigation measures that will avoid the significant environmental effects before further processing, a document called a Mitigated Negative Declaration (MND) is prepared. The MND is the same as a ND, except it also includes a description of the mitigation measures included in the project. The MND is noticed, considered, and adopted in the same manner as a ND, except that when adopting a MND, the decision making body must also adopt a mitigation monitoring program to insure that the mitigation measures applicable to the project are actually implemented.

After approving a project for which a ND or MND is adopted, the City files a document called a Notice of Determination with the County Clerk. It is also filed with the State Office of Planning and Research (OPR) if the project also requires a discretionary approval from a state agency.

3. The Environmental Impact Report (Guidelines §§15081-15097; 15105, 15132, 15143, 15151, 15201).

If the Initial Study identifies potentially significant environmental effects of the proposed project for which adequate mitigation is not incorporated into the project as with a MND, then an Environmental Impact Report (EIR) is prepared.

Once a decision to prepare an EIR is made, the City's current practice is to issue a request for proposals (RFP) to interested private consultants to prepare the EIR on the development project. Responses to the RFP are reviewed and evaluated by the staff, and a consultant is recommended to the City Council. The project applicant contracts with the City to pay the cost of the EIR consultant, but the City contracts with the consultant to prepare the EIR. The consultant is under contract with and reports to the City.

A Notice of Preparation (NOP) stating that an EIR will be prepared for the project is sent to each responsible agency and involved trustee and federal agencies. The NOP is intended to provide these agencies with enough information about the project to enable them to make a meaningful response, to insure that the EIR contains the information and analyses each of these agencies will need to make its own determination on the project. These agencies must respond within thirty (30) days of receiving the NOP, stating, among other things, whether or not the agency will be a responsible or trustee agency and which environmental issues, alternatives, and mitigation measures it will need to have explored.

In addition to the NOP, the City may also consult directly with any person or organization it believes may be concerned with the project.

The City's consultant then undertakes to prepare a Draft EIR (DEIR) taking into consideration comments, if any, received from the responsible trustee and federal agencies and other persons or organizations consulted. Once the DEIR is finished and ready for release, the City issues a Notice of Completion (NOC) which is filed with OPR and the County Clerk and is publicly noticed. The NOC begins the formal comment period on the DEIR. During the comment period, the City will request comments from responsible and other involved governmental agencies and receives comments submitted from the public. The City may also conduct a noticed public hearing during the formal comment period to receive oral comments from the public, though this is not required by law.

At the end of the comment period, the City's consultant reviews and evaluates the comments received and prepares written responses. These written comments and responses, coupled with the DEIR, become the Final EIR (FEIR) for the project.

Prior to approving the project, the decision making body must determine that the EIR has been completed in compliance with CEQA, that the decision making body has reviewed and considered the information contained in the EIR, and that the EIR represents the body's independent judgment and analysis. The body must make specific findings relating to each impact and the mitigation measures and alternatives presented to address these impacts. If the project results in unmitigated significant impacts, CEQA requires the decision making body to balance the benefits of the project against the project's unavoidable environmental risks. If the decision making body concludes that the benefits of the project outweigh the environmental risks, these adverse environmental effects are considered acceptable. In reaching this decision, the decision making body is required to state in writing the specific reasons to support the decision to approve the project: this statement is known as a "statement of overriding consideration."

The EIR is an informational document. It does not require the body to approve or not approve a project; rather, it provides information that is taken into account in making the decision. The adequacy of an EIR is reviewed in light of what is needed to provide the decision-maker with information that enables it to make a decision which intelligently takes into account the environmental consequences of a project.

If the EIR is certified and the project is approved, the decision making body must also adopt a Mitigation Monitoring Plan which insures that the mitigation measures approved with the project are carried out.

The City then files a Notice of Determination (NOD) with the County Clerk and, if state agencies are involved in approving the project, with OPR.

4. Factors Considered in Preparing EIRs and NDs.

A. Degree of Specificity; Incorporation by Reference (Guidelines §§15146, 15150).

A number of factors play a role in shaping NDs and EIRs. As noted earlier, the Initial Study is used to identify which significant impacts are associated with the project and, therefore, can be the basis for focusing an EIR on those issues. Significant effects are discussed with emphasis in proportion to the severity of each and probability of occurrence. Impacts not implicated by a project need not be discussed. In addition, the degree of specificity in an EIR corresponds with the degree of specificity of the underlying project. The EIR on the City's General Plan, for example, focuses on the secondary effects of development expected to occur under the General Plan and is less specific than an EIR addressing site specific effects of a particular development project. CEQA also encourages the incorporation by reference of other documents into an EIR, especially long, descriptive, or technical materials that provide general background information rather than direct analyses. This lessens the volume and complexity of EIRs and makes them easier to read.

B. Tiering (Guidelines §§15152, 15385; Pub. Res. Code §21093).

A concept related to incorporation by reference is the "tiering" principle. "Tiering" refers to covering general matter addressed in prior EIRs in subsequent more specific EIRs or NDs by incorporating by reference the general discussion and concentrating solely on the issues specific to the new EIR or ND. CEQA encourages tiering to eliminate repetitive discussions of the same issues, and allows for focusing in later EIRs and NDs on issues ripe for discussion at each level.

The City uses tiering to the greatest extent possible by relying on the General Plan EIR, the Southeast Rocklin Circulation Element EIR, the North Rocklin Circulation Element EIR, and the Rocklin Civic Center EIR as a starting point for analyzing the environmental effects of later, site specific development projects. The analysis of these later projects, therefore, need not examine those effects which were addressed in the earlier EIRs and mitigated or avoided by adoption of the General Plan Goals and Policies, or which were examined at a sufficient level of detail in the earlier EIR to allow the effects to be avoided or mitigated as part of the project approval process. The later analysis can be limited to impacts which were not examined in the prior EIRs.

Tiering may be fully utilized only when the later project is consistent with the General Plan and zoning (unless rezoning maintains conformity with the General Plan). A project's Initial Study will state whether and how tiering is to be used for that project. The Rocklin City Council has previously identified the following cumulative significant impacts as unavoidable consequences of urbanization, despite the implementation of mitigation measures, and has adopted a statement of overriding considerations for each:

1. Air Quality:

   Development in the South Placer region as a whole will contribute to regional air pollutant emissions, thereby delaying attainment of Federal and State air quality standards, regardless of development activity in the City of Rocklin and application of mitigation measures.

2. Biological Resources (Vegetation and Wildlife):

   Development in the City and the South Placer region as a whole will result in cumulative, long-term impacts on biological resources (vegetation and wildlife), due to the introduction of domestic landscaping, homes, paved surfaces, and the relatively constant presence of people and pets, all of which negatively impact vegetation and wildlife habitat.

3. Visual Resources:

   Viewsheds and vistas will be substantially altered as mixed urban development occurs on vacant land; new development also generates new sources of light and glare.

   Where later projects are found to contribute to these significant cumulative impacts, these impacts are not further evaluated and are not treated as significant.

C. Projects Consistent with General Plan and Zoning (Guidelines §15183; Pub. Res. Code §21083.3).

Another special situation under CEQA applies to projects which are consistent with the development density established by an existing General Plan and zoning ordinance for which an EIR was certified. These projects do not require additional environmental review unless the Initial Study shows that there are environmental effects that 1) are peculiar to the project or its site; or 2) were not analyzed as significant effects in the prior EIR on the General Plan and zoning; or

3) substantial new evidence not previously available shows the environmental effects are more severe than previously thought.

Effects are not considered peculiar to a project if they are addressed and mitigated by uniformly applied development policies and standards previously adopted by the City to substantially mitigate that effect (unless new information shows that the policy or standard will not mitigate the effect). Policies and standards have been adopted by the City to address and mitigate certain impacts of development that lend themselves to uniform mitigation measures. These include the Oak Tree Ordinance (Rocklin Municipal Code Chapter 17.77), the Flood Ordinance (Rocklin Municipal Code Chapter 15.16) and the Goals and Policies of the Rocklin General Plan. Where applicable, the Initial Study will state how these policies and standards apply to a project.

5. Other Considerations.

A. Subsequent Environmental Review (Guidelines §§15162-15164).

The ND or EIR is completed and certified before all or any portion of the project can be approved. Typically, the EIR is certified at the same time as the project is heard, but it may be certified earlier. Where an EIR is certified for a project, but the project is approved at a later date or in phases, no further environmental analysis or approval is needed for the later approvals. However, an Initial Study would be prepared for the later phases to determine whether or not the scope of the earlier EIR is adequate for the later phases or whether there is grounds to prepare a subsequent EIR or ND. A subsequent EIR and ND would be required where substantial changes are proposed in the project which would require major revisions of the previous EIR or ND due to new significant environmental effects or substantial increases in the severity of previously identified environmental effects; or substantial changes occur in the circumstances under which the project is undertaken which would require major revisions of the previous EIR or ND; or new information of substantial importance, which was not available earlier, shows that the project would have one or more significant effects not discussed in the earlier EIR or ND, or previously examined significant effects will be more severe than previously thought; or new or different mitigation measures are available.

B. Recirculation (Guidelines §§15073.5; 15088.5).

In some instances, an EIR or ND which has been subject to public review and comment may be required to be re-circulated. Re-circulation is required when the document has been substantially revised or when significant new information is added after public notice is given of the availability of the document, but before adoption or certification. Not all revisions or new information would require recirculation; the revisions and/or new information must be such as to

significantly impact the ability of the public to comment in a meaningful way on the environmental document and project.

C. Focus of Comments and Review (Guidelines §15204).

The City relies on the knowledge, experience and expertise of responsible agencies and the commenting public to help produce a ND or EIR that meets the overriding objective of CEQA to inform the decision-making body of the environmental effects of a proposed project and to identify alternatives and mitigation measures to reduce or avoid those impacts. To this end, comments should be specific. They should identify specific impacts, explain why the impact will occur, explain why it will be significant, and suggest specific alternatives or mitigation measures that would better avoid or mitigate the significant effect. A similar approach should be followed when the comment addresses an impact for which specific mitigation measures are proposed; that is, the commentor should explain specifically why the mitigation measure will be ineffective and/or how they may be made more effective.

Commentors should explain the basis of their comments, and submit the supporting factual basis, explain their assumptions, or supply expert opinion.

COMMUNITY DEVELOPMENT DEPARTMENT
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EXHIBIT 2
INITIAL STUDY
(SUNSET WEST LOT 19 SHOPPING CENTER / U-2000-16 & DR-2000-21)

This initial study has been prepared by the City of Rocklin Community Development Department, Planning Division, as Lead Agency, under the California Environmental Quality Act (CEQA). Any questions regarding this document should be addressed to the Rocklin contact person named below at City of Rocklin Community Development Department, Planning Division, 3970 Rocklin Road, Rocklin, California 95677 (916) 632-4020.

Date: April 17, 2002

Project Name and File Number: Sunset West Lot 19 Shopping Center
Conditional Use Permit, U-2000-16
Design Review, DR-2000-21

Project Location: The subject property is generally located at the northwest corner of the intersection of Lonetree Boulevard and Blue Oaks Boulevard in the City of Rocklin.

Owner's Name and Address: Diversified Investors
73671 Sawmill Canyon Way
Palm Desert, CA 92260

Applicant's Name and Address: Omni-Means, Ltd.
2237 Douglas Boulevard, Suite 100
Roseville, CA 95661

Other Public Agencies Whose Approval is Required (e.g., Permits, Financing Approval, or Participation Agreement): Rocklin Engineering Division approval of Improvement Plans and Rocklin Building Inspection Division for issuance of Building

Permits. South Placer Municipal Utility District for connection of sewer service. Placer County Water Agency for connection of water service.

Rocklin Contact Person & Phone Number: Sherri Abbas, Planning Services Manager (916) 632-4020

Project Description: An application to approve a conditional use permit and design review to allow the construction and operation of a shopping center on a 12.2-acre lot. The proposed development would involve the construction of a grocery anchor store, retail shops, a drive-through restaurant pad, and the possibility of a gas station/convenience store and/or daycare facility. The shopping center would have a total of approximately 100,000 square feet of floor area with approximately 510 parking spaces as well as a 25-foot landscape setback along Lonetree Boulevard and Blue Oaks Boulevard. Vehicular access would be provided via two entries from Blue Oaks Boulevard and two entries from Lonetree Boulevard (Please see Attachment A).

General Plan Designation: Retail Commercial (RC)

Zoning: Planned Development – Commercial (PD-C)

Surrounding Land Uses and Setting:

North: Single-Family Residential Subdivision
East: Single-Family Residential Subdivision
South: Blue Oaks Boulevard and Vacant Commercially Zoned Land
West: Lonetree Boulevard and Vacant Commercially Zoned Land

Description:

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities/Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION:

On the basis of this initial study:

☐ I find that the proposed project WILL NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that as submitted, the proposed project could have a significant effect on the environment; however, revisions in the project have been made by or agreed to by the project proponent which will avoid these effects or mitigate these effects to a point where clearly no significant effect will occur. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached Environmental Checklist. An ENVIRONMENTAL IMPACT REPORT is required, to analyze the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or (MITIGATED) NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or (MITIGATED) NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Sheri Abbas
Signature

4/17/02
Date

SHERRI ABBAS
Printed Name

COMMUNITY DEVELOPMENT DEPARTMENT
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INITIAL STUDY – ENVIRONMENTAL CHECKLIST (SUNSET WEST LOT 19 SHOPPING CENTER / U-2000-16 & DR-2000-21)

DISCUSSION OF ENVIRONMENTAL EVALUATION

CEQA mandates that projects which are consistent with the development density established by existing general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies. (Pub. Resources Code §21083.3; Guidelines §15183(a)) This project is consistent with the General Plan and zoning and an EIR was certified for the General Plan. (see Land Use, Page 37, *infra*)

This initial study will evaluate this project in light of the previously approved General Plan EIR, the Sunset West General Development Plan EIR, and the North Rocklin Circulation Element EIR.

All public agencies with authority to mitigate significant effects shall undertake or require the undertaking of all feasible mitigation measures specified in the prior environmental impact report relevant to a significant effect which the project will have on the environment. Project review is limited to effects upon the environment which are peculiar to the parcel or to the project which were not addressed as significant effects in the prior EIR's or which substantial new information shows will be more significant than described in the prior EIR's.

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is provided for all answers except "No Impact" answers that are adequately supported by the information sources cited in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer is explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) If a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant.

4) Answers of "Less than Significant with Mitigation Incorporated" describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level. Mitigation measures and supporting explanation from earlier EIRs or Negative Declaration may be cross-referenced and incorporated by reference.

5) Earlier analyses may be used where an effect has been adequately analyzed in an earlier EIR or negative declaration, and the City intends to use tiering. In this case, a brief discussion will identify the following:

   a) Which effects are within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and whether such effects are addressed by mitigation measures based on the earlier analysis; and

   b) For effects that are "Less than Significant with Mitigation Measures Incorporated," the mitigation measures which are incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

   All prior EIRs and Negative Declarations and certifying resolutions are available for review at the Rocklin Community Development Department.

I.	AESTHETICS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Have a substantial adverse effect on a scenic vista?			X	
b)	Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
c)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.				X
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

DISCUSSION OF DETERMINATION:

Project Impacts:

Development of the project will change the visual character of the property from vacant undeveloped land to a commercial shopping center with associated parking and landscaping. New sources of light and glare typical of commercial development will result as well.

Prior Environmental Analysis:

The Rocklin General Plan, North Rocklin Circulation Element, and Sunset West General Development Plan EIRs analyzed the impacts of mixed urban development, as contemplated by the General Plan, on the viewsheds and vistas within the City of Rocklin, as well as the introduction of new sources of light and glare. Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use Element and the Open Space, Conservation, and Recreation Elements, and include policies that encourage the use of design standards for unique areas and the protection of natural resources, including hilltops, waterways, geologically unique areas, oak trees, and open space, from the encroachment of incompatible land use.

These EIRs concluded that, despite these goals and policies, visual resources will be significantly impacted by development under the General Plan and cannot be reduced to a less than significant level. A statement of overriding consideration was adopted by the Rocklin City Council in recognition of this cumulative impact. This project introduces urban development into the City, in a manner consistent with that contemplated in the General Plan and Sunset West General Development Plan, and contributes to this

significant impact, but because this impact has been addressed in the General Plan EIR, project review is limited to effects upon the environment which are peculiar to the parcel or to the project which were not addressed as significant effects in the prior EIR's or which substantial new information shows will be more significant than described in the prior EIR's. (Guidelines §15183; Pub. Res. Code §21083.3)

Mitigation Measures from Prior Environmental Analysis:

The mitigation measures for aesthetic/visual impacts incorporated as Goals and Policies in the General Plan (Land Use Element policies 19, 20, 21, 22, and 23 and Open Space, Conservation, and Recreation Element policy 20) will be applied to the Project in the course of processing to ensure consistency with the General Plan.

Conclusion:

I a & b) While the proposed project would change the visual character of the project site from vacant undeveloped land to an urban environment, the proposed use is compatible with surrounding development. More specifically, north and east of the project site are residential subdivisions. The residences built on properties adjacent to the project site have a restriction to develop single-story homes to reduce potential impacts from being located adjacent to commercially zoned land. There is also an existing 6-foot high masonry wall along a portion of the north property line and along the east property line. Pursuant to the City's Zoning Ordinance, which requires that a 6-foot high masonry wall be constructed along the property line between commercially and residentially zoned properties, the applicant will be required to extend the north wall to its connection with the existing east wall Additionally, the proponents propose a 15+-foot landscape buffer between the property line and any parking areas, with an additional 35+-feet separation to the nearest building. The landscape buffer will be planted with Coast Redwoods. To the south and east are commercially zoned properties separated by arterial roadways (Lonetree and Blue Oaks Boulevards).

The project site is not in a location that provides a significant scenic view to the public, nor would development block views of any significant vista. Therefore, project level impacts are considered less than significant.

I c) The project site is not located near a state scenic highway or other designated scenic corridor. No significant scenic resources, such as large rock outcroppings, oak trees, or historic buildings exist on the project site. Therefore, no impact has been identified.

I d) New light sources will result from exterior building and parking lot lighting. These light sources will be required, through conditions of approval, to be designed to

reduce light and glare by using cut-off shoebox type lighting fixtures mounted in such a way that light is directed downward. Therefore, project related impacts are considered less than significant.

Significance:

Less than significant.

II.	AGRICULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

DISCUSSION OF DETERMINATION:

Project Impacts:

No impacts.

Conclusion:

II a) According to the Placer County Important Farmland Map (1988), a map prepared pursuant to the Farmland Mapping and Monitoring Program, the project site is identified as Grazing land. Grazing land is not considered Prime or Unique Farmland nor is it considered Farmland of Statewide Importance. Therefore, no impact has been identified.

II b) The current zoning on the property is Planned Development – Commercial (PD-C), which does not permit agriculturally related uses other than possibly the retail sales of agriculturally related equipment. The property is not under Williamson Act Contract. Therefore, no impact has been identified.

II c) There is no farmland in the immediate vicinity. All adjacent vacant lands in the immediate vicinity of the project site are designated for commercial development and no farming activities are being conducted on those vacant properties at this time. Therefore, no impact has been identified.

Significance:

No impact.

III.	AIR QUALITY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Conflict with or obstruct implementation of applicable air quality plan?			X	
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d)	Expose sensitive receptors to substantial pollutant concentrations?				X
e)	Create objectionable odors affecting a substantial number of people?				X

DISCUSSION OF DETERMINATION:

Project Impacts:

In the short term, project impacts will result from construction related activities associated with grading and excavating of the land to prepare it for installation of utilities and above ground structures and improvements. The air quality impacts will be primarily related to the generation of dust [Particulate Matter of 10 microns in size (PM_{10})]. In the long term, project related impacts would be associated with new vehicle trips to and from the project site. These vehicle trips would generally generate carbon monoxide and ozone precursor emissions.

Prior Environmental Analysis:

The EIRs for the Rocklin General Plan, the Sunset West General Development Plan, and the North Rocklin Circulation Element all addressed the direct and cumulative impacts of development under the General Plan on air quality in the region. These studies concluded

that 1) development under the General Plan is consistent with and will not obstruct implementation of the Placer County Air Pollution Control District Attainment Plan; 2) the primary direct air quality impact is carbon monoxide emissions from additional automobile traffic and construction activity; 3) another direct impact associated with construction activity is particulate matter resulting from earthmoving and hauling; and 4) development will also result in long-term, cumulative air quality impacts which are significant and unavoidable.

The prior EIRs identified and the City has adopted, mitigation measures to reduce the direct air quality impacts of development to less than significant levels. The mitigation measures addressing carbon monoxide emission are incorporated into the Goals and Policies of the Land Use Element and the Circulation Element of the General Plan. These include establishment of a level of service C standard to reduce idling time, and policies to reduce dependence on the automobile, such as the provision of bicycle lanes, and walking and hiking paths to connect residential areas with commercial centers; and promotion of transit and ride sharing. Construction period impacts are also addressed by mitigation measures recommended by the Placer County Air Pollution Control District and incorporated into the City's Improvement Standards and Standard Specifications for construction.

The prior EIRs concluded that, despite application of reasonable mitigation measures, the long-term, cumulative air quality impacts of development under the General Plan is significant and unavoidable. A statement of overriding consideration was adopted by the Rocklin City Council in recognition of this cumulative impact. This project introduces urban development into the City, in a manner consistent with that contemplated in the General Plan, and contributes to this significant impact, but because this impact has been addressed in the General Plan EIR, project review is limited to effects upon the environment which are peculiar to the parcel or to the project which were not addressed as significant effects in the prior EIR's or which substantial new information shows will be more significant than described in the prior EIR's. (Guidelines §15183; Pub. Res. Code §21083.3)

Mitigation Measures from Prior Environmental Analysis:

The mitigation measures for air quality impacts incorporated as Goals and Polices in the General Plan or as provisions in the City's Improvement Standards and Standard Specifications will be applied to the Project in the course of processing to insure consistency with the General Plan and compliance with City rules and regulations.

Conclusion:

III a) The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established air quality standards, referred to as the National Ambient Air Quality Standards (NAAQS) and the State Ambient Air Quality Standards (SAAQS) respectively. The Federal Clean Air Act and the State Clean Air Act both require that areas in violation of the ambient air quality standards adopt strategies to attain these standards. The Placer County Air Pollution Control District (APCD) has primary responsibility for planning and maintaining and/or attainment of air quality standards within Placer County. California is divided into 14 air basins for the purpose of monitoring air quality. Placer County is included in the Mountain Counties Air Basin. Areas may be classified as attainment, non-attainment, or unclassified with respect to the adopted standards. The unclassified designation is assigned in cases where monitoring data is insufficient to make a definitive determination.

The proposed project is consistent with the Rocklin General Plan, the Sunset West General Development Plan, and the North Rocklin Circulation Element. Given that the APCD Attainment Plans account for planned land uses consistent with adopted plans, this project will not affect the determinations of achievement of attainment made by the APCD. Therefore, project level impacts are considered less than significant.

III b & c) The proposed project would involve no activities generating criteria pollutant other than construction activities during construction of the project (short-term effects) and automobile traffic generated by the project (long-term effects) as alluded to above and further discussed below.

Short-Term Effects

Construction activities, including grading, would generate a variety of pollutants, the most significant of which would be dust (PM_{10}). This could potentially exacerbate the existing PM_{10} non-attainment condition if not mitigated. Construction equipment would produce short-term combustion emissions, and asphalt materials used for streets and driveways would produce pollutants during curing.

The following standard construction operation measures listed below will ensure that short-term impacts will be less-than-significant, by reducing PM_{10} and combustion emissions due to construction.

1. The project shall conform with the requirements of the Placer County APCD.

2. Prior to commencement of grading, the applicant shall submit a dust control plan for approval by the City Engineer and the Placer County APCD. The plans shall specify measures to reduce dust pollution during all phases of construction.

3. Traffic speeds on all unpaved road surfaces shall be posted at 25 m.p.h. or less.

4. All grading operations shall be suspended when wind speeds exceed 25 m.p.h.

5. All trucks leaving the site shall be washed off to eliminate dust and debris.

6. All construction equipment shall maintained in clean condition.

7. All exposed surfaces shall be revegetated as quickly as feasible.

8. If fill dirt is brought to the construction site, tarps or soil stabilizers shall be placed on the dirt piles to minimize dust problems.

9. Apply water or dust palliatives on all exposed earth surfaces as necessary to control dust. Construction contracts shall include dust control treatment as frequently as necessary to minimize dust.

10. Construction equipment shall be properly maintained and tuned.

11. Utilize low emission mobile construction equipment where possible.

12. Open burning will be allowed only with the approval of the Placer County APCD.

Long-Term Effects

In the long-term, vehicle trips to and from the project site would generate Carbon Monoxide and ozone precursor emissions. The amount of traffic generated by the project is not expected to significantly exceed that assumed by the Sunset West General Development Plan EIR. For these reasons the proposed project's impacts on local and regional air quality are not in themselves significant. The project would, however, contribute to the non-attainment status of the local air basin. These incremental and cumulative adverse air quality impacts can not be completely mitigated. However, these impacts were anticipated by the General Plan, and were addressed through the 1991

Rocklin General Plan EIR, the Sunset West General Development Plan EIR, and the North Rocklin Circulation and Traffic Study.

Findings of overriding consideration were adopted for the unmitigable and unavoidable significant cumulative air quality impacts of build out of the plans referenced above. Therefore, project related impacts are considered less-than-significant.

III d) The proposed project does not involve any on-site activities, other than automobile traffic and the short-term construction related activities addressed above. These activities on this site do not constitute a substantial pollutant concentration. Therefore, project level impacts are considered less than significant.

III e) The project will not involve any process or activity that creates objectionable odors. Therefore, project level impacts are considered less than significant.

Significance:

Less than significant.

IV.	BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X

e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

DISCUSSION OF DETERMINATION:

Project Impacts:

The project site currently lays in a fallow condition, having been previously graded. The only plant species are opportunistic weeds. Any existing plant material would be removed and replaced with impervious surfaces and manicured landscaping.

Prior Environmental Analysis:

The EIRs on the General Plan, the Sunset West General Development Plan, and the North Rocklin Circulation Element all addressed the direct and cumulative impacts of development under the General Plan and the General Development Plan on the biological resources of the City. These studies concluded that development of natural areas could cause degradation or loss of important wildlife habitats and uncommon plant communities, including wetlands, riparian areas, and annual grasslands, oak trees, and oak woodlands.

The prior EIRs identified, and the City has adopted, mitigation measures to reduce the direct biological resources impacts to less than significant levels. These mitigation measures are incorporated into the General Plan Open Space Conservation and Recreation Element as Goals and Policies and elements of the Open Space/Conservation Action Plan and are adopted in the Rocklin Oak Tree Preservation Ordinance (RMC Chapter 17.77.). These mitigation measures include use of conservation easements, buffers, and setbacks to protect hilltops, open space areas, parks, and natural resource areas; protection of wetlands (including vernal pools) and riparian areas through avoidance, when feasible, and excluding building pads and usable yard areas from buffer areas. Specific and more detailed policies apply to the Southeast Rocklin areas in recognition of the riparian and oak woodland resources special to that area.

The prior EIRs also concluded that cumulative, long-term impacts on biological resources will result from development under the General Plan and the South Placer region as a whole. Despite application of the mitigation measures adopted by the City, this cumulative impact remains significant and unavoidable. A statement of overriding consideration was adopted by the Rocklin City Council in recognition of this cumulative impact. This project introduces urban development into the City, in a manner consistent with that contemplated in the General Plan, and contributes to this significant impact, but because this impact has been addressed in the General Plan EIR, project review is limited to effects upon the environment which are peculiar to the parcel or to the project which were not addressed as significant effects in the prior EIR's or which substantial new information shows will be more significant than described in the prior EIR's. (Guidelines §15183; Pub. Res. Code §21083.3).

Mitigation Measures from Prior Environmental Analysis:

The mitigation measure for biological resources incorporated as Goals and Policies in the Rocklin General Plan will be applied to the Project in the course of processing the application to insure consistency with the General Plan and compliance with City ordinances.

Conclusion:

IV a) The project site is rough graded and only opportunistic weeds exist on site. These plant species are regionally abundant and from a biological standpoint, are not considered biologically sensitive. Therefore, no impact has been identified.

IV b) The project site contains no riparian habitat or other sensitive natural community as identified in a local or regional plan by the State or Federal governments. Therefore, no impact has been identified.

IV c) There are no jurisdictional wetlands located on the project site as defined in Section 404 of the Federal Clean Water Act. Therefore, no impact has been identified.

IV d) Riparian corridors along water coursers are typically used as wildlife movement corridors between large open space areas because of the cover, water, and food supplies these areas provide. Pleasant Grove Creek, Antelope Creek, and Clover Valley Creek are likely to be used by a number of animals as movement corridors between natural open space areas. The project site is not located near any of the aforementioned creek corridors. Therefore, no impact has been identified.

IV e) Pertinent regulations relating to the protection of biological resources do not apply to this project since no significant biological resources are located on the project site. Therefore, no impact has been identified.

IV f) There are no known habitat conservation plans which affect this project site. Therefore, no impact has been identified.

Significance:

No impact.

V.	CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?			X	
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d)	Disturb any human remains, including those interred outside of formal cemeteries?			X	

DISCUSSION OF DETERMINATION:

Project Impacts:

Development of the project site will require the grading, paving, and general construction of buildings over the entire project site, which may disturb historic archaeological or cultural resources.

Prior Environmental Analysis:

The EIRs for the Rocklin General Plan, the Sunset West General Development Plan, and the North Rocklin Circulation Element all addressed the impacts of development on cultural/archaeological resources in the City and the General Development Plan area. These studies concluded that development under the General Plan and General Development Plan could demolish or alter historically significant buildings or disturb sites and/or buried resources by physically damaging them or increasing the opportunity for vandalism by increasing access to them.

The prior EIRs identified and the City has adopted mitigation measures that will reduce these potential impacts to a less than significant level. These mitigation measures include a discussion identifying historically significant structures and sites in the General Plan, as well as Goals and Policies encouraging the preservation of these structures and sites and requiring proper handling of resources discovered during the course of construction.

Mitigation Measures from Prior Environmental Analysis:

Historically significant structures and sites as well as the potential for the discovery of unknown archaeological or paleontological resources as a result of development activities

are discussed in the General Plan. Policies and mitigation measures have been included in the General Plan to encourage the preservation of historically significant known and unknown structures (Open Space, Conservation and Recreation Element policy 3). All development projects where archaeological sites are known to exist will be subject to an archaeological easement or other appropriate measures to preserve the site. When unknown archaeological or paleontological resources are discovered during the course of construction, the City will require the developer to stop work immediately around the site and to notify the City of Rocklin and appropriate federal, state and local agencies (Open Space, Conservation and Recreation Element Action Plan 16).

The mitigation measures for cultural resources incorporated as Goals and Policies in the Rocklin General Plan will be applied to the Project in the course of processing the application to insure consistency with the General Plan.

Conclusion:

Section 15064.5 defines historical resources for the purposes of California Environmental Quality Act compliance. Generally, it is a resource listed in or determined to be eligible for listing in the California Register of Historic Places, a local register of historical places or identified as significant in an historical resource survey. It also is associated with events that have made a significant contribution to the broad patterns of California history and cultural heritage, is associated with the lives of persons important in our past, embodies distinctive characteristics of a type, period, region, or method of construction or represents the work of an important creative individual or possesses high artistic values or has yielded or may be likely to yield information important in prehistory or history.

V a-d) There are no structures on the project site. The site has been partially cleared/graded. However, there is always the possibility that construction activities could unearth unknown subsurface or buried historic, cultural, or paleontological resources. As discussed above, the following condition, implementing General Plan Action item 16 under the Open Space, Conservation and Recreation Element will be applied to the project.

> If evidence of an archaeological or paleontological site is uncovered during grading or other construction activities, work shall be halted within 100 feet of the find and the City of Rocklin Community Development Department shall be immediately notified. A qualified archaeologist or paleontologist shall be retained at the expense of the developer to conduct an on-site evaluation and provide recommendations for removal and/or preservation. Work on the project site shall not resume until the archaeologist or paleontologist has had a reasonable time to conduct an examination and implement mitigation measures deemed appropriate and

necessary by the Community Development Department to reduce impacts to a less than significant level.

This condition limits the impacts of unknown subsurface cultural resources to a less-than significant-level.

Significance:

Less than significant.

VI.	GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Map issued by the state Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
	ii) Strong seismic ground shaking?			X	
	iii) Seismic-related ground failure, including liquefaction?			X	
	iv) Landslides?			X	
b)	Result in substantial soil erosion or the loss of topsoil?			X	
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

DISCUSSION OF DETERMINATION:

Project Impacts:

Project construction will involve clearing and grading the site. Development could cause a temporary increase in erosion from grading and construction activities. The Foothill Fault System may pose seismic hazard to the area, but is not within the City's boundaries. Sewer service is available to the site.

Prior Environmental Analysis:

The EIRs for the General Plan, the Sunset West General Development Plan, and the North Rocklin Circulation Element addressed the impacts of local soils and geology on development under the General Plan and the Sunset West General Development Plan. These studies found that while Rocklin is located in an area known to be subject to seismic hazards, it is not near any designated Alquist-Priolo active earthquake faults. The Foothill Fault System may pose seismic hazard to the area, but it is not within the City's boundaries. Development could also cause a temporary increase in erosion from grading and construction activities.

The prior EIRs identified and the City has adopted mitigation measures that will reduce these potential impacts to a less than significant level. These mitigation measures include erosion control measures in the City's Improvement Standards and Standard Specifications, and Goals and Policies in the General Plan Community Safety Element requiring soils reports for all new development, enforcement of the building code, and limiting development of severe slopes.

Mitigation Measures from Prior Environmental Analysis:

The mitigation measures incorporated as Goals and Policies of the Rocklin General Plan (Community Safety Element goal 1 and policies 1, 10, and 11) requiring soils reports of all new development, enforcement of the building code, and limiting development on severe slopes will reduce potential impacts to a less than significant level.

Conclusion:

VI a) Rocklin is located in an area known to be subject to seismic hazards, but not near any designated Alquist-Priolo active earthquake faults. The Foothill Fault System has been identified in previous environmental studies as potentially posing a seismic hazard to the area. The Foothill Fault system is located near Folsom Lake, and not within the boundaries of the City of Rocklin. Existing building code requirements are considered

adequate to reduce the level of significance of potential seismic hazards related to construction and operation of the project to a less than significant level.

VI b) Standard erosion control measures are required of all projects, including revegetation and slope standards. The property is currently fallow with dirt and opportunistic weeds. However, because some excavation and grading will take place to develop the site, the above referenced erosion control measures will be required to be incorporated into the project and will reduce potential erosion related impacts to a less than significant level.

VI c & d) A geotechnical report, prepared by a qualified engineer, will accompany submittal of the project improvement plans. The report will provide specific recommendations for the construction of roadways, building foundations, and other structures to ensure that their design is compatible with the soils and geology of the project site. Therefore, potential project related impacts are considered less than significant.

VI e) The proposed project will be served by public sewer. Therefore, no impact has been identified.

Significance:

Less than significant.

VII. HAZARDS AND HAZARDOUS MATERIALS Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.			X	
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

DISCUSSION OF DETERMINATION:

Project Impacts:

Common chemicals, such as cleaning supplies associated with commercial uses will be located on site. Also, petroleum will be stored should the gas station option be developed.

Prior Environmental Analysis:

The EIR for the North Rocklin Circulation Element analyzed potential significant impacts related to hazardous material in connection with construction along Rocklin Road, where there is the potential of exposing contaminated soils and/or groundwater. The EIR identified and the City of Rocklin has adopted as a part of the General Plan mitigation measures to address this potential impact and reduce it to a less than significant level. The mitigation measures require site specific investigation and preparation of remediation plans prior to acquisition/development of sites.

Mitigation Measures from Prior Environmental Analysis:

The mitigation measures incorporated into the General Plan will be applied to this Project in the course of processing the application to insure consistency with the General Plan.

Conclusion:

VII) a & b) The proposed project would involve the use of hazardous materials, such as bulk quantities of petroleum products stored in under ground tanks should the gas station option be developed. Strict Federal, State, County, and City laws and regulations relating to the handling, transporting, and storing of petroleum products exist and ensure that the project will result in no significant impacts related to the transportation, use, or disposal of hazardous materials. Some of the safety items include, steel bollards at the fuel islands to protect fuel dispensers, automatic shut-off valves, Phase 2 vapor recovery system, double walled tank and line systems with fuel leak sensors and alarms, accurate fuel level monitors, emergency response plan, and more. Compliance with the various regulations will ensure that development of the project will result in a less than significant impact.

VII c) The project site is not located within ¼ mile of an existing or proposed school, as designated in the Sunset West General Development Plan. However, the applicant does propose a private daycare facility on site as an alternative to Pad A. This pad is located approximately 500 feet away from the potential gas station site. A gas station does not typically emit the types of hazardous materials and substances more frequently associated with heavy and large scale industrial uses, which would clearly pose more of a land use incompatibly issue with schools. Because of the size of the gas station and, as noted above, because of the various strict Federal, State, County and City laws and regulations related to the handling, storage, and transportation of petroleum products (please see discussion immediately above for examples of some safety items that are required for gas stations by the various laws and regulations), the potential impact resulting from

development of both the daycare alternative and gas station alternative is considered less than significant.

VII d) The project is not located on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no impact has been identified.

VII e) The proposed project is not located within an airport land use plan or within two miles of a public or public use airport. Therefore, no impact has been identified.

VII f) The proposed project is not located within the vicinity of a private airstrip. Therefore, no impact has been identified.

VII g) The project's design and layout will not impair or physically interfere with an adopted emergency response plan as there is adequate area on site for movement of emergency response vehicles. Therefore, no impact has been identified.

VII-h) The project is designed with adequate access for use by the Rocklin Fire Department to reduce the impact of significant risk of loss, injury, or death involving wildland fires to a less than significant level.

Significance:

Less than significant.

VIII. HYDROLOGY AND WATER QUALITY Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Violate any water quality standards or waste discharge requirements?			X	
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	

d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f)	Otherwise substantially degrade water quality?			X	
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map?				X
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j)	Inundation by seiche, tsunami, or mudflow?				X

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project will involve grading activities which will remove vegetation and expose soil to wind and water erosion, potentially impacting water quality. Also, construction on the project site, including structures and paving of parking lots and driveways will result in the site becoming primarily impervious surface.

Prior Environmental Analysis:

The EIRs for the Rocklin General Plan, the Sunset West General Development Plan, and the North Rocklin Circulation Element addressed increase in downstream stormwater runoff volume, increases in floodwater volumes, and degradation of water quality as potentially significant impacts from development under the General Plan and the Sunset West General Development Plan.

The prior EIRs identified, and the City has adopted mitigation measures that will reduce these potential impacts to less-than-significant levels. These mitigation measures, found

in the General Plan Open Space, Conservation, and Recreation Element (#6, 15, 19) and the Community Safety Element (2 through 8, 14) and the City's Improvement Standards and Standard Specification, protect new and existing development from flood and drainage hazards, prevent storm drainage run-off in excess of pre-development levels, and address the introduction of pollutants into natural waterways. These impacts are also addressed by the State Water Resources Control Board General Construction Activity Storm Water Permit Requirements.

Mitigation Measures from Prior Environmental Analysis:

The mitigation measures incorporated into the General Plan (as referenced above) and the City's Improvement Standards will be applied to the Project in the course of processing the application to insure consistency with the General Plan and the City code.

Conclusion:

VIII a) The project does not violate any water quality standards or waste discharge requirements because discharged water will be limited to parking lot and landscaping irrigation water that must pass through an oil and grit separator prior to entering the storm drain system. No processes using water for any other purposes are part of the proposed project. Therefore, project related impacts are considered less than significant.

VIII b) The water source for the project is the Placer County Water Agency. The water agency has indicated that they will have sufficient resources to serve the project. There is no expected depletion of the groundwater supply because the project will not be constructing a well to serve the project site. Therefore, project related impacts are considered less than significant.

VIII c-f) Master detention basins have been constructed for the entire Sunset West area as part of the Sunset West master infrastructure plan. These basins were designed to accommodate runoff from proposed land uses within the Sunset West area. Therefore, projected runoff from the project site has been accounted for. The project will not alter the course of a stream or river in a manner which would result in substantial erosion or siltation on or off site because of the drainage system already in place. The project will be conditioned to install an oil and grit separator to ensure that potential pollutants are filtered out before they enter the storm drain system. Therefore, project related impacts are considered less than significant.

VIII g & h) The project is not located within a 100-year flood hazard area as mapped on the federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map. Therefore, no impacts have been identified.

VIII i) The project site is not located within the potential inundation area of any dam or levee failure. Therefore, development of the project will not expose people or structures to a significant risk or loss, injury, or death as a result of flooding. Therefore, no impact has been identified.

Significance:

Less than significant.

IX.	LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Physically divide an established community?			X	
b)	Conflict with any applicable land use plan, policy, regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

DISCUSSION OF DETERMINATION:

Project Impacts:

Approval of the project will allow the development of a small neighborhood shopping center on vacant property. Surrounding land is a mix of residential development and vacant but commercially designated land.

Prior Environmental Analysis:

The EIRs for the Rocklin General Plan, the Sunset West General Development Plan, and the North Rocklin Circulation Element all addressed the environmental impacts of urban development under the General Plan in the category of land use and planning. The General Plan and the Sunset West General Development Plan EIRs described these impacts as the development of now vacant properties to urban uses and the redevelopment of underdeveloped areas (such as very low density and agricultural uses), which will change neighborhood character, reduce open space, and create the potential for conflicts between existing agricultural uses and urbanization. The North Rocklin Circulation Element EIR described land use impacts in terms of roadway construction leading to the acquisition of private property and the relocation of structures, as well as the potential growth inducing impacts of future roadways leading to urbanization beyond that planned in the General Plan.

The prior EIRs identified and the City has adopted mitigation measures to reduce these impacts to less than significant levels. The mitigation measures are included in the General Plan as goals and policies of the land use element, the open space, conservation and recreation element, and the circulation element, and include policies for the development of compatible land uses and the use of flexible and innovative land use

design, adoption of design standards to protect natural terrain, application of open space easements to protect viewsheds, utilization of fencing to minimize trespassing, and siting and designing final street improvements to avoid impacting occupied structures.

Mitigation Measures from Prior Environmental Analysis:

The mitigation measures for impacts to land use and planning are incorporated as goals and policies in the Rocklin General Plan (Land Use Element policies 19, 20, 21, 22, and 23 and Circulation Element policies 1, 7, and 8) and will be applied to the project in the course of processing to insure consistency with the General Plan.

Conclusion:

IX a & b) The project site is currently designated in the City's General Plan as Retail Commercial (RC). The RC designation is intended to:

1. Provide appropriately located areas for retail stores, professional offices, supportive commercial uses and amusement uses in a concentrated area for the convenience of the public and in mutually beneficial relationships to each other.
2. Provide areas for retail and service establishments intended to meet daily convenience needs of residential areas.
3. Provide areas for highway traveler services and uses normally associated with travelers and vacationers.

The proposal is compatible with the land use designation.

The zoning of the property is Planned Development – Commercial (PD-C). The Sunset West General Development Plan states that the purpose of the PD-C zone is to provide opportunities for neighborhood and community regional commercial uses. Again, the project is consistent with the zoning district.

Land to the west and south is currently vacant, but designated for commercial development and separated by the project site by two main arterial roadways. Land to the north and east is developed with residential subdivisions. The residential lots immediately adjacent to the project site are restricted to one-story units only. Additionally, a 6-foot masonry wall already exists along the eastern property line and will be constructed along the northern property line, as required by the City's Zoning Ordinance when commercially zoned land is adjacent to residentially zoned land. As a final method of buffering, Coast Redwoods will be planted along the perimeter of the property between the project site and the residential lots.

In general, the project has been determined to be consistent with the General Plan, the City of Rocklin Zoning Ordinance, and the Sunset West General Development Plan. Therefore, project related impacts are considered less than significant.

IX c) The project is not located within the area of a habitat conservation plan or natural community conservation plan. Therefore, no impact has been identified.

Significance:

Less than significant.

X.	MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

DISCUSSION OF DETERMINATION:

Project Impacts:

No impact.

Conclusion:

X a & b) The Rocklin General Plan and the General Plan EIR analyzed the potential for "productive resources" such as but no limited to granite and gravel. There are no "mineral areas" as classified by the State Geologist, within the City of Rocklin planning area. There are no known or suspected mineral resources on the project site that would be of value to the region and the residents of the state. The project site is not delineated in the Rocklin General Plan or any other plans as a mineral resource recovery site. Therefore, no impact has been identified.

Significance:

No impact.

XI.	NOISE Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		X		
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area too excessive noise levels?				X
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

DISCUSSION OF DETERMINATION:

Project Impacts:

Development of the proposed project will result in an increase in short-term noise impacts from construction activities. New noise sources may expose residents to noise levels in excess of the City of Rocklin standards; however, with proposed mitigation measures, exposure is anticipated to result in a less than significant impact.

Prior Environmental Analysis:

The EIRs for the Rocklin General Plan, the Sunset West General Development Plan, and the North Rocklin Circulation Element all address the noise impacts of urban development under the General Plan and the Sunset West General Development Plan, specifically short term noise impacts, construction activity, and long term impacts of noise generated by roadway traffic and adjacent uses.

The prior EIRs identified and the City has adopted mitigation measures to reduce these impacts to a less than significant level. These mitigation measures are incorporated into the General Plan noise element. They include adoption of a noise compatibility guideline, along with a requirement of a noise analysis for all new development to insure compliance with the guidelines through project design and/or use of sound mitigation structures. Mitigation of short term noise impacts include requiring properly functioning mufflers on construction machinery and locating noise generating machinery away from sensitive receptors.

Mitigation Measures from Prior Environmental Analysis:

The mitigation measures for noise impacts incorporated as goals and policies in the General Plan (Noise Element policy 1 and 2) will be applied to the project in the course of processing to insure consistency with the General Plan.

Conclusion:

XI a & c) Noise is generally defined as unwanted sound. For most people, the usual consequences of noise are associated with speech interference, distractions at home and at work, disturbance with rest and sleep, and disruption of recreational pursuits. The ambient noise of a community is all environmental noise, which is usually a composite of sound from many sources near and far. The noise of individual events, such as a passing car or train, an aircraft flying overhead or a lawn mower in the neighborhood, are superimposed on this composite sound. The major sources in the City of Rocklin are vehicular traffic, railroad operations, and industrial activities.

The human ear can hear frequencies from 20 to 20,000 Hertz, although it does not hear them all equally well. In measuring sound frequency, the most widely used decibel scale is the A-weighted sound pressure level that is measured in A-weighted decibels, or dBA.

The A-weighted scale covers a frequency range of 400 to 12,000 Hertz. Like the ear, it is more sensitive to the higher, rather than the lower frequencies. The measuring unit "decibel (dB)" is used to express the relative loudness of sound. Federal, state, and local governments have established noise standards and guidelines to protect citizens from potential hearing damage and various other adverse physiological and social effects associated with noise.

The California State office of Noise Control in "Guidelines for the Preparation and Content of Noise Elements of the General Plan," established in February 1976, provided guidance for the acceptability of projects within specific Day-Night Average Noise Level / Community Noise Equivalent level (Ldn/CNEL) contours. Residences are normally unacceptable in areas exceeding 70 dBA Ldn/CNEL, and conditionally acceptable in

areas between 60 and 70 dBA Ldn/CNEL. With respect to interior noise, Title 24 of the California Administrative Code requires that hotels, apartments, and dwellings other than single family detached homes achieve an interior noise level of no more than 45 dBA CNEL.

The Federal Department of Housing and Urban Development (HUD) was established in response to the Urban Development Act of 1965 (Public Law 90-448). While HUD's regulations do not include interior noise standards, a goal of 45 dBA Ldn is set forth and attenuation requirements are geared towards achieving that goal. HUD assumes that using standard construction, any building will provide sufficient attenuation so that if the exterior level is 65 dBA Ldn or less, the interior level will be 45 dBA Ldn or less. Thus, structural attenuation is assumed at 20 dBA. The Federal housing Authority (FHA) also uses a land use compatibility criterion of 65 dBA Ldn as an exterior standard for outdoor activity areas of residential dwellings. A maximum allowable interior noise level of 45 dBA Ldn is also specified for habitable rooms. The intent is to provide a suitable environment for indoor communication and sleep. If the exterior noise level exceeds 65 dBA Ldn, the FHA standards require a detailed analysis to ensure that the interior noise level standard is satisfied. Development is unacceptable where the attenuated exterior noise level exceeds 75 dBA Ldn according to FHA standards.

The City of Rocklin General Plan goal for noise is: "To protect residents from health hazards and annoyance associated with excessive noise levels." Toward that end the City has adopted the Noise Compatibility Guidelines prepared by the State Office of Noise Control. The objective of noise compatibility guidelines is to assure that consideration is given to the sensitivity to noise of a proposed land use in relation to the noise environment in which it is proposed to be located. In addition the City requires most projects to prepare a noise analysis including mitigation measures that reduce noise impacts to acceptable levels; noise buffering or insulation in new development along major streets, highways, and along railroad tracks; restricting truck traffic to designated truck routes; and encourage sound mitigation where noise is determined to exceed adopted standards. In addition the Rocklin Zoning Ordinance requires the construction of a six foot high masonry wall between commercial / industrial uses and residential uses in part as a buffer for noise impacts.

The General Plan establishes 70 dB Ldn as the highest noise level compatible with residential uses, provided a detailed noise analysis is prepared and mitigation measures recommended by such analysis are implemented. The intent of this standard is to provide acceptable indoor environments for communications.

The Ldn descriptor is a composite 24-hour average noise level, weighted to account for increased sensitivity (+10 decibels) to noise during nighttime hours (10 pm to 7 am). It is generally most suited to describing annoyance due to transportation noise sources, such as

traffic, railroad operations, and aircraft. For other types of noise sources, hourly noise performance standards are more appropriate. Generally, the Ldn is not the most appropriate descriptor for evaluating noise impacts associated with on-site activities such as those associated with a loading dock or air handling equipment. The loading dock generally only operates between 2 and 3 hours per day. If one applies the Ldn descriptor, the noise levels due to loading dock activities will be averaged over 24 hours, and the potential impact or potential annoyance will be artificially discounted.

Based upon noise complaints which have been generated by residents within Rocklin regarding activities at the Food Source Shopping Center, the City staff requested that a site specific noise analysis be prepared to address noise due to such activities in terms of a noise metric better suited to analysis of intermittent noise sources, especially those occurring at nighttime.

An Leq standard therefore, is better suited as a noise descriptor for the proposed type of use since this descriptor is sensitive to the level and duration of noise. The recommended nighttime median or average noise standards range from 45dB to 50dB, with a correction allowed where ambient noise levels exceed the standard. For this project, the nighttime noise standard is 45 dB Leq and the daytime standard is 55 dB Leq.

A noise study prepared for the project by Brown-Buntin Associates, Inc., dated March 18, 2002, concluded that noise levels generated by the project (loading dock activities, refuse bin operations, and rooftop HVAC units) will exceed pertinent standards for noise compatibility with adjacent residences. Mitigation measures in the noise study, as identified below, will reduce the noise impacts to a less than significant level.

XI b & d) Construction will produce short-term noise levels that exceed the levels considered normally acceptable in commercial/office settings. Grading, building construction, and installation of landscaping will generate noise levels of 70 to 95 dBA. If blasting becomes necessary, sound levels in excess of 100-dBA and groundborne noise or vibration would be expected within 50 feet of detonation. It is not anticipated that blasting or similar use of explosives will be required. If such activity becomes necessary, the impacts will be temporary. Any blasting would be performed in accordance with the permit requirements of the City of Rocklin Fire and Public Works Departments. Construction noise may exceed normally acceptable residential standards, but is not generally considered significant due to its temporary nature. Therefore, potential impacts are considered less than significant.

XI e & f) No part of the City of Rocklin is located within an airport land use plan or within two miles of an airport or landing strip, either public or private. Therefore, no impact has been identified.

Significance:

Less than significant with mitigation.

Mitigation Incorporated into Project:

XI-1) *A 6-foot high concrete block wall shall be constructed along the north property line as proposed by the project proponent. Said block wall shall be consistent in color and material with the existing block wall located at the northwest corner of the project site. The wall shall continue along the north property line and connect with the existing wall located along the east property line.*

XI-2) *Loading dock activities shall be limited to the hours of 7:00 a.m. to 10:00 p.m.*

XI-3) *The rooftop HVAC units shall be placed so that the edges of the buildings block line of sight from the HVAC units to receivers in the backyards of the adjacent residential lots.*

XI-4) *The noise emissions for rooftop HVAC units shall not exceed an A-weighted sound power level of 84.5 dB, or a sound level of 56.5 dBA at a distance of 25 feet. Alternatively, the units may be shielded by solid noise barriers placed between the units and the nearest residential property line so as to achieve a sound level of 56.5 dBA or less at a distance of 25 feet.*

Significance after Mitigation:

Less than significant with mitigation.

XII. POPULATION AND HOUSING Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure.			X	
b)	Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?				X
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project will provide employment opportunities for the local community while also providing shopping and general services.

Prior Environmental Analysis:

The EIR for the General Plan addressed the impacts of urban development under the General Plan in the category of population and housing. It concluded that urban development will result in an increase in population, and the environmental impacts of the population increase are addressed in the other impact categories (air quality, traffic, etc.). Increased urban development impacts on the housing stock in general will be positive through implementation of the General Plan land use element, which calls for continued code enforcement, rehabilitation of existing housing stock and the prevention of blight.

Mitigation Measures from Prior Environmental Analysis:

The mitigation measures for impacts on population and housing incorporated in the General Plan will be applied to the project in the course of processing to insure consistency with the General Plan.

Conclusion:

XII a) The City of Rocklin General Plan designates the location and density of future urban development within the City limits. The EIR prepared for the General Plan and the Sunset West General Development Plan examined the impacts of this development and mitigation measures were incorporated into the adopted plan. A project that is consistent with the General Plan could not have any unanticipated impacts on population and housing.

The project site is designated for commercial development in the City of Rocklin General Plan. The proposed shopping center is consistent with this designation. Therefore, no significant impact has been identified.

XII b & c) No existing housing will be removed as a result of construction of this project. Therefore, no impact has been identified.

Significance:

Less than significant.

XIII. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:			X	
1. Fire protection?			X	
2. Police protection?			X	
3. Schools?			X	
4. Other public facilities?			X	

DISCUSSION OF DETERMINATION:

Project Impact:

The project will require public services.

Prior Environmental Analysis:

The General Plan EIR studied the impacts of urban development on the demand for fire and police protection and school facilities. The General Plan community safety element contains goals and policies to insure that all new development under the General Plan will be adequately served by police and fire. All potentially significant impacts of new development in this area, therefore, are reduced to a less than significant level.

With regard to school facilities, environmental mitigation of school impacts is limited to the payment of impact fees under Education Code §17620 and Government Code §65995. Payment of these fees, as required by law, at the time a building permit issuance operates to reduce potentially significant impacts in this area to less than significant levels.

Mitigation Measures from Prior Environmental Analysis:

The mitigation measures for impacts on public services are incorporated as goals and policies in the Rocklin General Plan (Public Services and Facilities Element policies 1, 2, 5, 7, 8, 12, and 17 and Community Safety Element policies 16) and will be applied to the project in the course of processing to insure consistency with the General Plan.

Conclusion:

XIII 1) Because of the size and type of buildings proposed, they will be required to have a sprinkler system to assist in fire suppression. Development of the project would increase the need for fire protection services but would not require a new fire station. The City collects construction taxes for use in acquiring capital facilities such as fire suppression equipment. Operation and maintenance funding for fire suppression is provided from Community Facilities District 1 (CFD 1) and from the general fund. The project would pay construction taxes, participate in CFD 1 and contribute to the General Fund through property taxes. Participation in these funding mechanisms would ensure fire protection service to the site. Therefore, project related impacts are considered less than significant.

XIII 2) Development of the project would require police patrol and services to the site, however, because some surrounding properties are already developed, this project would not necessarily require the extension of police services. Funding for police services is primarily from the General Fund, and is provided for as part of the City's budget process. The project would pay construction taxes and contribute to the General Fund through property taxes. Therefore, project related impacts are considered less than significant.

XIII 3) The project applicant will be required to pay applicable school impact fees in effect at the time of building permit issuance, and/or participate in the Mello-Roos District to finance school facilities. This will reduce impacts to a less than significant level.

XIII 4) The Rocklin General Plan has established a park area of 5 acres per 1,000 residents. The project is a commercial project and will not result in a significantly increased demand for recreational facilities therefore the project will have a less than significant impact.

Significance:

Less than significant.

XIV. RECREATION		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

DISCUSSION OF DETERMINATION:

Project Impacts:

No impacts.

Prior Environmental Analysis:

The EIR for the Rocklin General Plan studied the impact of urban development under the General Plan on the City's park and recreation system. The General Plan has established a parkland standard of five acres per 1,000 population, and has adopted goals and policies to insure that this standard is met. These goals and policies call for the provision of new park and recreational facilities as needed by new development through parkland dedication and the payment of park and recreation fees. These programs and practices are recognized and continued in the General Plan Open Space, Conservation and Recreation Element and mitigate these impacts to a less than significant level.

Mitigation Measures from Prior Environmental Analysis:

The mitigation measures to address impacts of the project on park and recreational facilities are incorporated as goals and policies in the Rocklin General Plan as well as in the subdivision and zoning chapters of the Rocklin Municipal Code, and will be applied to the project in the course of processing to insure consistency with the General Plan.

Conclusion:

XIV a& b) There are no recreational activities associated with the project nor does this commercial project significantly generate the need for additional recreational facilities. Therefore, no impact has been identified.

Significance:

No impact.

XV. TRANSPORTATION/TRAFFIC Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersection)?			X	
b)	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e)	Result in inadequate emergency access?			X	
f)	Result in inadequate parking capacity?			X	
g)	Conflict with adopted policies, plans, or program supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	

DISCUSSION OF DETERMINATION:

Project Impacts:

Development of the project will result in additional traffic along Blue Oaks Boulevard and Lonetree Boulevard. Additional traffic could cause increases in traffic which may

exceed Level of Service standards. Development of the proposed project could result in an inadequate emergency access and/or inadequate parking capacity.

Prior Environmental Analysis:

The EIR for the General Plan analyzed the traffic and circulation impacts of urban development under the General Plan. It concluded that future development will increase the use of the City's circulation system and necessitate the construction of additional roadways, require that additional traffic lanes be added to some existing roadways, and require the construction of additional traffic control facilities. Mitigation measures to address these impacts were identified in the General Plan EIR and adopted by the City as goals and policies in the circulation element of the General Plan. These policies include the maintenance of a traffic level of service (LOS) of C for all streets and intersections, except that a LOS of D will be accepted for intersections within one-half mile from direct access to an interstate freeway, and for peak hour traffic where some, but not all, movements may be allowed to exceed LOS C. Other goals and policies were adopted to encourage the use of alternative transportation systems and otherwise reduce use of the automobile, including the provision of bike lanes and the promotion of pedestrian travel by sidewalks, walking paths, and hiking trails that connect residential areas with commercial, shopping and employment centers.

The EIRs for the North Rocklin Circulation Element and the Sunset West General Development Plan analyzed transportation and traffic related impacts of development in greater detail, as each focused more narrowly on the sub-area of the City. These EIRs projected traffic increases and patterns resulting from new development in each of the sub-areas and identified specific improvements needed to insure development continues to meet the General Plan level of services requirement and conform with the policies aimed at reducing automobile traffic.

These EIRs also concluded that, despite the mitigation measures adopted and implemented by the City, the cumulative impact of development within the South Placer region is expected to be significant with regard to traffic congestion on Interstate 80 and State Route 65. The mitigation measures implemented by the City of Rocklin are expected to reduce impacts to the non-state highway portion of its circulation system, but Rocklin does not have jurisdiction to fund or construct capacity improvements to the state highways running through its sphere of influence. Additional cumulative development within South Placer and beyond will continue to generate traffic which will further decrease state highway level of service. This decrease in service will occur regardless of development in Rocklin, though Rocklin development will contribute. Since mitigation of this impact is outside of the City's control, the cumulative impacts to the state highway system within Rocklin's sphere of influence cannot be mitigated to a less than significant

level. A statement of overriding consideration was adopted by the Rocklin City Council in recognition of this cumulative impact.

This project introduces urban development into the City, in a manner consistent with that contemplated in the General Plan, and contributes to this significant impact, but because this impact has been addressed in the General Plan EIR, project review is limited to effects upon the environment which are peculiar to the parcel or to the project which were not addressed as significant effects in the prior EIR's or which substantial new information shows will be more significant than described in the prior EIR's. (Guidelines §15183; Pub. Res. Code §21083.3).

Mitigation Measures from Prior Environmental Analysis:

The mitigation measures addressing impacts to transportation/traffic incorporated into the General Plan will be applied to the project in the course of processing to insure consistency with the General Plan.

Conclusion:

XV a & b) A traffic impact analysis was prepared for the proposed project by Omni-Means Ltd. (Please see Attachment B). This report was originally prepared in December of 2001 based on a signalized driveway entrance intersection at the westerly driveway on Blue Oaks Boulevard. An amended report (March 2002) was prepared to reflect the shift of the signalized driveway entrance to the easterly most driveway on Blue Oaks Boulevard, as depicted on the site plan (Please see Attachment A). The EIR for the Sunset West General Development Plan analyzed potential circulation impacts related to development of the project site as a commercial use at a more macro level. That EIR required specific infrastructure requirements for the general development of the Sunset West Area, taking into account the various land use designations of the land in the area, including the project site. The project specific report, that was prepared and tiered off of the Sunset West EIR concluded that the project itself does not result in traffic conditions in excess of the City standards, and thus, no mitigation measures for project specific impacts are required.

XV c) The proposed project would not have any impacts on air traffic because it is not located near an airport or within a flight path. Therefore, no impact has been identified.

XV d) The proposal will have four driveways, two on Lonetree Boulevard and two on Blue Oaks Boulevard. The northernmost on Lonetree Boulevard will be limited to right-in and right-out only. The southernmost driveway will allow for left-in movements via a left turn pocket lane on southbound Lonetree Boulevard and right-in and right-out movements. The easternmost intersection on Blue Oaks Boulevard will be signalized and

will allow for full turning movements in and out of the project site. The westernmost driveway will be limited to right-in and right-out movements. The traffic study alluded to above analyzed the proposed driveways and concluded that the proposed driveways and the allowed turning movements did not represent a significant risk or hazard.

XV e) The project incorporates four points of access onto two arterial roadways, thereby providing adequate emergency access, pursuant to the City' s General Plan. The City's Fire Department has reviewed the project and has not indicated any concerns with respect to internal emergency access. Therefore, project related impacts are considered less than significant.

XV f) The City's Zoning Ordinance requires five paved parking spaces for each 1,000 square feet of floor area. Based on this ratio, the project will require 502 total parking spaces. The project proposed 507. Therefore, the project will not result in inadequate parking and no impact has been identified.

XV g) The project does not conflict with adopted policies, plans, or programs supporting alternative transportation. Therefore, no impact has been identified.

Significance:

Less than significant.

XVI. UTILITIES AND SERVICE SYSTEMS Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	

e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g)	Comply with federal, state, and local statutes and regulations related to solid waste?			X	

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project will require additional water supply and conveyance and treatment facilities, solid waste conveyance and landfill facilities, electrical and gas supply conveyance and infrastructure, and other utilities and services typical of in-fill commercial development.

Prior Environmental Review:

The General Plan EIR studied the impacts of urban development under the General Plan on the demand for water, sewer, solid waste, and other utility facilities and services. The General Plan public services and facilities element includes goals and policies to insure that development under the General Plan will be adequately served by these utilities. All potential significant impacts in this regard, therefore, have been mitigated to a less than significant level.

Mitigation Measures from Prior Environmental Analysis:

The mitigation measures addressing impacts of urban development under the General Plan on utility services are incorporated as goals and policies in the General Plan (Public Services and Facilities Element policies 1, 2, 5, 7, 8, 12, and 17) and will be applied to the project in the course of processing to insure consistency with the General Plan.

Conclusion:

XVI a, b, & e) South Placer Municipal Utility District (SPMUD) has reviewed the project and representatives have stated that the project is located within their service area and is eligible for sewer service. SPMUD has a Master Plan, which is updated periodically, to provide sewer service to projects located within their service boundary. The plans include future expansion as necessary, and include the option of constructing additional treatment plants. SPMUD collects hook-up fees to finance the maintenance and expansion of the facilities. Furthermore, the applicant is responsible for complying with all requirements and practices of SPMUD, including compliance with wastewater treatment standards established by the Central Valley Water Control Board. Therefore, project related impacts are considered less than significant.

XVI c) The project will be conditioned to require connection into the City's storm drain system, with an oil and grit separator located at a point where project site runoff will enter the City's system. No new drainage facilities or expansion of existing facilities will be required as a result of this project because master detention basins required to detain water runoff from development of the Sunset West area in general will be in place. Therefore, project related impacts are considered less than significant.

XVI d) The Placer County Water Agency (PCWA) has a Master Plan, which is updated periodically, to provide water to projects located within its service boundary. The plans include future expansion as necessary, and include the option of constructing additional treatment plants. PCWA collects hook-up fees to finance the maintenance and expansion of its facilities. PCWA reviewed the project and concluded it has adequate capacity to serve project without constructing new facilities. Therefore, project related impacts are considered less-than-significant.

XVI f) The Western Regional landfill, which serves the Rocklin area, currently has a capacity of 19 million tons and a projected life span of over 50 years. Development of this project site for a commercial use was included in the life span calculation of the landfill. Therefore, project related impacts are considered less-than-significant.

XVI g) Federal and State regulations regarding solid waste consist of the Federal Environmental Protection Agency regulations and the California Integrated Waste Management Act regulating waste reduction. These regulations primarily affect local agencies and other agencies such as the Landfill Authority. The project will comply with all Federal, State, and local regulations regarding trash and waste and other nuisance related issues as may be applicable. The Auburn-Placer Disposal Services has reviewed the project and indicated its ability to provide garbage collection services to the project. Project related impacts are considered less than significant.

Significance:

Less than significant.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b)	Does the project have impacts that are limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects)?			X	
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

XVII a-c) The proposed project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals or eliminate important examples of the major periods of California history or prehistory.

The proposed project does not have the potential to achieve short-term, to the disadvantage of the long-term, environmental goals.

The proposed project does not have impacts which are individually limited, but cumulatively considerable.

The proposed project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly, except to the extent discussed in the noise section of this document. Mitigation measures have been recommended to reduce these potential impacts to a less than significant level.

References:

City of Rocklin General Plan, April 1991

City of Rocklin General Plan, Final Environmental Impact Report, April 1991

City of Rocklin General Plan, Draft Environmental Impact Report, September 1990

City of Rocklin, Sunset West General Development Plan, January 1996

City of Rocklin, Sunset West General Development Plan, Final Environmental Impact Report, July 1995

City of Rocklin, Sunset West General Development Plan, Draft Environmental Impact Report, January 1995

City of Rocklin, North Rocklin Circulation Element to the General Plan

City of Rocklin, Final Environmental Impact Report North Rocklin Circulation Element, 1994

Leonard M. Davis, Rocklin, Past, Present, and Future 1990

Brown-Buntin Associates, Inc., Environmental Noise Analysis for Lot 19 Sunset West Commercial Development, March 18, 2002

Omni-Means, LTD. Engineers & Planners, Traffic Impact Study for Sunset West Lot 19, December 2001 and Amended Analysis, March 21, 2002

EXHIBIT 3

MITIGATION MONITORING PROGRAM

The California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq., as amended by Chapter 1232) requires all lead agencies before approving a proposed project to adopt a reporting and monitoring program for adopted or required changes to mitigate or avoid significant environmental effects. The reporting or monitoring program shall be designed to ensure compliance during project implementation as required by AB 3180 (Cortese) effective on January 1, 1989 and Public Resources Code Section 21081.6. This law requires the lead agency responsible for the certification of an environmental impact report or adoption of a mitigated negative declaration to prepare and approve a program to both monitor all mitigation measures and prepare and approve a report on the progress of the implementation of those measures.

The responsibility for monitoring assignments is based upon the expertise or authority of the person(s) assigned to monitor the specific activity. The City of Rocklin Community Development Director or his designee shall monitor to assure compliance and timely monitoring and reporting of all aspects of the mitigation monitoring program.

The Mitigation Monitoring Plan identifies the mitigation measures associated with the project and identifies the monitoring activities required to ensure their implementation through the use of a table format. The columns identify Mitigation Measure, Implementation and Monitoring responsibilities. Implementation responsibility is when the project through the development stages are checked to ensure that the measures are included prior to the actual construction of the project such as: Final Map (FM), Improvement Plans (IP), and Building Permits (BP). Monitoring responsibility identifies the department responsible for monitoring the mitigation implementation such as: Community Development (CDD), Engineering/Public Works (DPW), Community Facilities (CFD), Police (PD), and Fire Departments (FD).

The following table presents the Mitigation Monitoring Plan with the Mitigation Measures, Implementation, and Monitoring responsibilities. After the table is a general Mitigation Monitoring Report Form, which will be used as the principal reporting form for this, monitoring program. Each mitigation measure will be listed on the form and provided to the responsible department.

Revisions in the project plans and/or proposal have been made and/or agreed to by the applicant prior to this Negative Declaration being released for public review which will avoid the effects or mitigate those effects to a point where clearly no significant effects will occur. There is no substantial evidence before the City of Rocklin that the project as revised may have a significant effect on the environment, pursuant to CEQA Guidelines, Section 15070. These mitigation measures are as follows:

MITIGATION MEASURE	IMPLEMENTATION	RESPONSIBILITY
Noise		
XI-1) A 6-foot high concrete block wall shall be constructed along the north property line as proposed by the project proponent. Said block wall shall be consistent in color and material with the existing block wall located at the northwest corner of the project site. The wall shall continue along the north property line and connect with the existing wall located along the east property line.	Verify with Improvement Plans	Building & Engineering Division
XI-2) Loading dock activities shall be limited to the hours of 7:00 a.m. to 10:00 p.m.	Ongoing	Planning Division Building Division/Code Enforcement
XI-3) The rooftop HVAC units shall be placed so that the edges of the buildings block line of sight from the HVAC units to receivers in the backyards of the adjacent residential lots.	During Building Department Plan Check, the applicant shall submit plans (elevations and roof plans) with sufficient information to show mitigation measure is complied with. Final verification will be done by the Planning Division upon final inspection of the project.	Building & Planning Divisions
XI-4) The noise emissions for rooftop HVAC units shall not exceed an A-weighted sound power level of 84.5 dB, or a sound level of 56.5 dBA at a distance of 25 feet. Alternatively, the units may be shielded by solid noise barriers placed between the units and the nearest residential property line so as to achieve a sound level of 56.5 dBA or less at a distance of 25 feet.	During Building Department Plan Check, the applicant shall submit HVAC unit specifications. The Building Division shall review such specifications to ensure compliance with the mitigation measure.	Building Division

MITIGATION MONITORING REPORT FORMS

Project Title:

Mitigation Measures:

Completion Date: (Insert date or time period that mitigation measures were completed)

Responsible Person:

_____

(*Insert name and title*)

Monitoring/Reporting:

_____

Community Development Director

Effectiveness Comments:

_____

_____

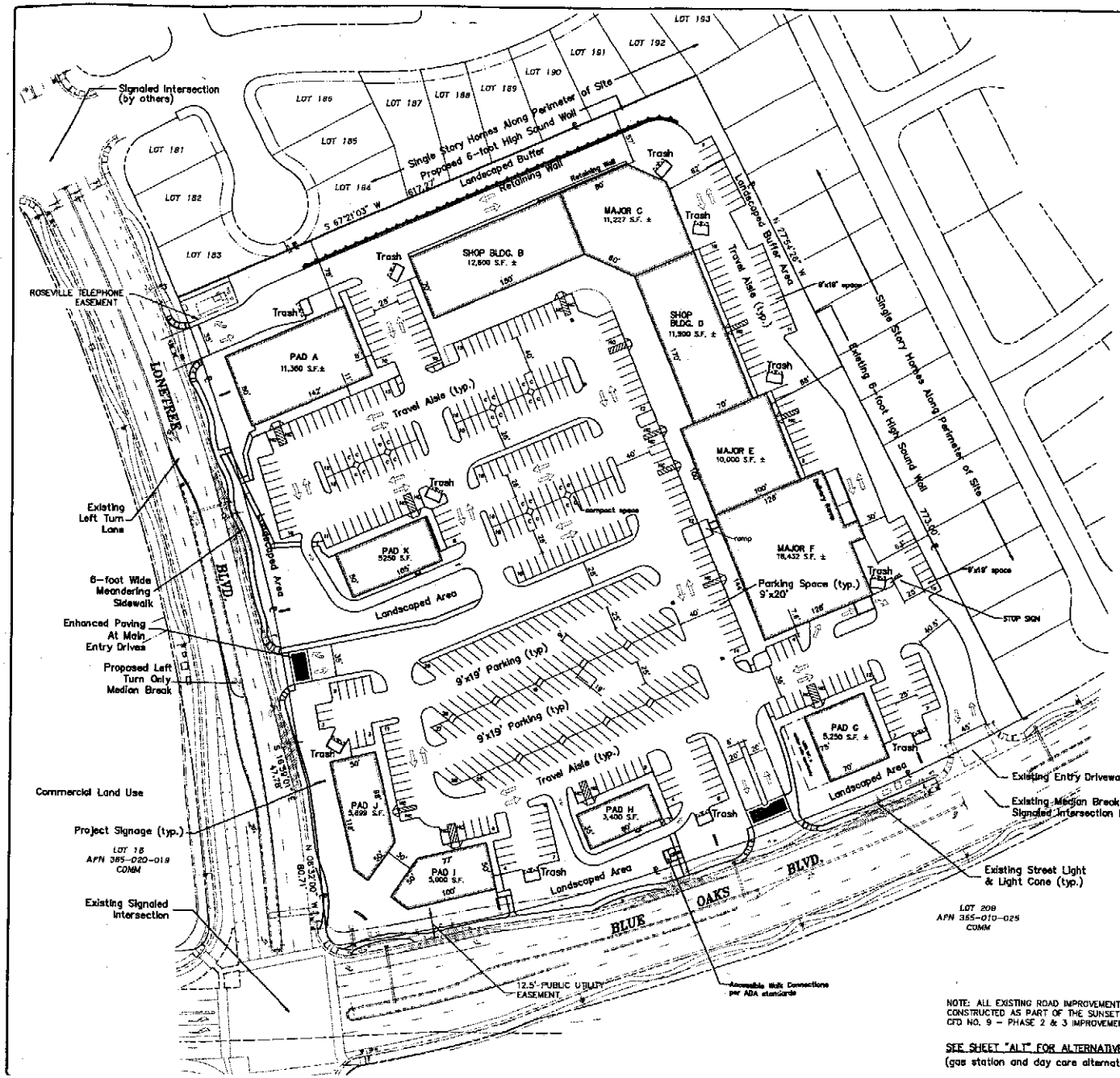
_____

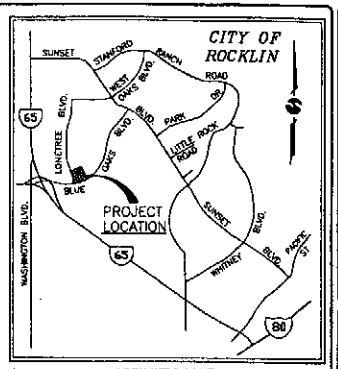
_____

_____

_____

ATTACHMENT A – SITE PLANS





VICINITY MAP
NO SCALE

OWNER/DEVELOPER
Diversified Investors (Current Owner)
c/o Larry Fluet
73671 Sawmill Canyon Way
Palm Desert, CA 92260
760/776-8780

Shultz & Associates (Developer)
c/o Larry Walsh
555 Double Eagle Court, Suite 1000
Reno, NV 89511
775/850-5620

APPLICANT/ENGINEER/LANDSCAPE ARCHITECT
Omni-Means, Ltd.
c/o Scott Robertson, LLA 4271
2237 Douglas Blvd., Suite 100
Roseville CA 95661
916/782-8688

ARCHITECT
MCA Architects
c/o Mike Clements, AIA
1247 Pomona Road, Suite 105
Corona, CA 92882
909/738-2001

A.P.N.
365-020-020

EXISTING / PROPOSED ZONING
PD-COMM

EXISTING / PROPOSED GENERAL PLAN
R-C

TOTAL GROSS AREA
12.2 ± Ac.

BUILDING SQUARE FOOTAGE
100,318 Square Feet Total (20% FAR)

PARKING REQUIRED (@ 5/1000)

STANDARD HANDICAPPED STALLS	7
VAN HANDICAPPED STALLS	3
STANDARD STALLS (9' x 19')	492
TOTAL	502

PARKING PROPOSED

STANDARD HANDICAPPED STALLS	11
VAN HANDICAPPED STALLS	10
STANDARD STALLS (9' x 19' & 20')	462
COMPACT STALLS (8' x 16' MIN)	24
TOTAL	507

MAXIMUM BUILDING HEIGHT
ALLOWED: 35-FEET
PROPOSED MAXIMUM: 35-FEET

SEWER
S.P.M.U.D.

WATER
P.C.W.A.

TELEPHONE
Roseville Telephone

GAS & ELECTRIC
P.G. & E.

GARBAGE DISPOSAL
Auburn-Placer Disposal Service

NOTE: ALL EXISTING ROAD IMPROVEMENTS WERE CONSTRUCTED AS PART OF THE SUNSET WEST CFD NO. 9 - PHASE 2 & 3 IMPROVEMENTS

SEE SHEET "ALT" FOR ALTERNATIVE PLAN B & C
(gas station and day care alternatives)

SCALE: 1"= 50'
50 0 50
(IN FEET)

REVISIONS

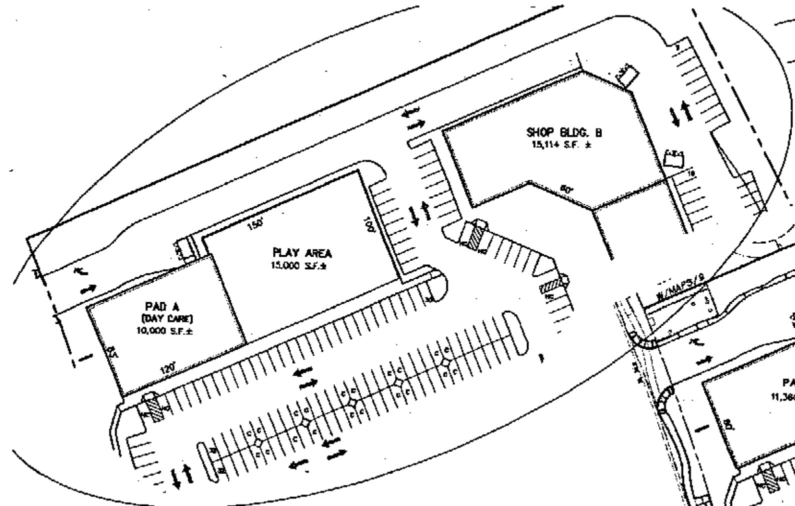
PRELIMINARY
APPROVED
BID
CONSTRUCTION
RECORD

omni-means
ENGINEERS PLANNERS

PRELIMINARY SITE PLAN
Blue Oaks Market Place
LOT 19, Sunset West
USE PERMIT APPLICATION
City of Rocklin, California

SCALE	1" = 50'
JOB NO.	365-6421-01
DESIGNED	MCA Architects
DRAWN	SAR (Omni)
FILE	3742PS
CHECKED	SAR (Omni)
DATE	3/25/02

SHEET No.
UPS



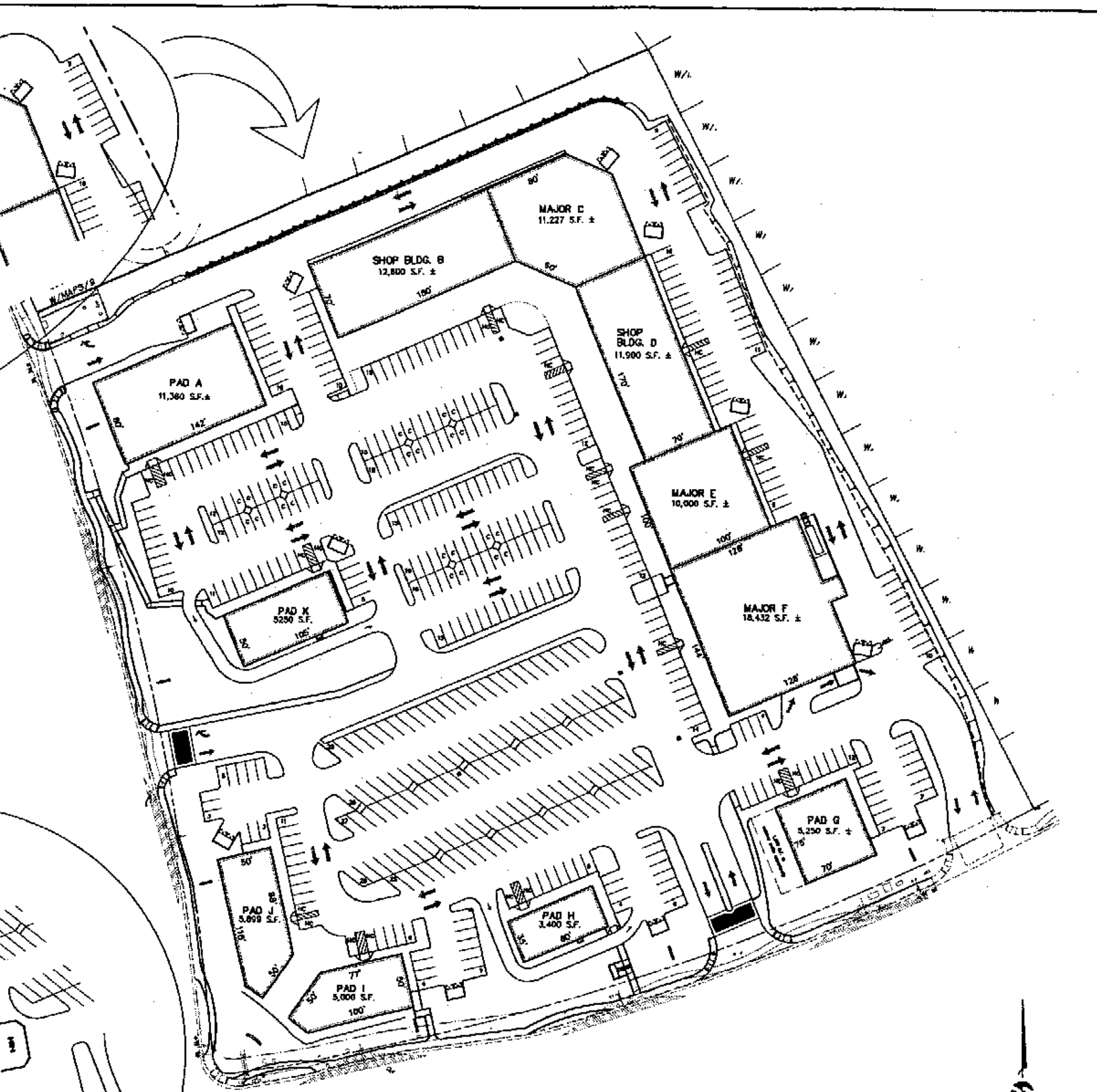
DAYCARE ALTERNATIVE " B"

BUILDING SQUARE FOOTAGE
90,245 Square Feet Total

PARKING REQUIRED (@ 5/1000): 451

PARKING PROPOSED: 490

ALTERNATIVES B AND C ARE PRESENTED FOR APPROVAL AS OPTIONS TO THE USES ILLUSTRATED ON THE PRELIMINARY SITE PLAN. THE INTENT IS TO HAVE THE FLEXIBILITY TO DEVELOP THESE ALTERNATIVE USES IF THE OPPORTUNITY IS PRESENTED.

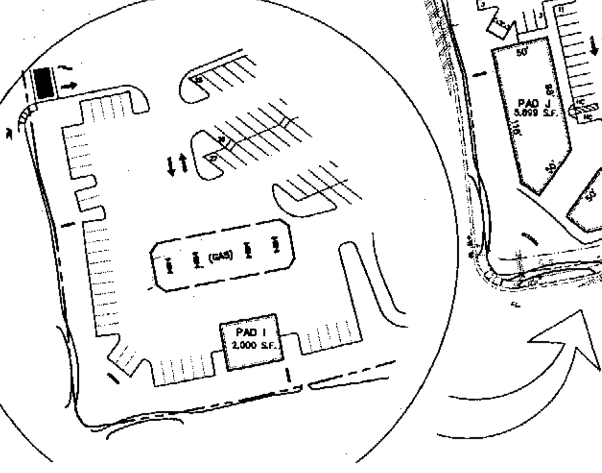


GAS STATION ALTERNATIVE "C"

BUILDING SQUARE FOOTAGE
91,419 Square Feet Total

PARKING REQUIRED (@ 5/1000): 457

PARKING PROPOSED: 480



REVISIONS

No.	DESCRIPTION	DATE	BY

■ PRELIMINARY
□ APPROVED
□ BID
□ CONSTRUCTION
□ RECORD

omni · means
ENGINEERS PLANNERS

ALTERNATIVE SITE PLAN USES
Blue Oaks Market Place
LOT 19, Sunset West
USE PERMIT APPLICATION
City of Rocklin, California

SCALE	1" = 50'
JOB NO.	25-5471-01
DESIGNED	MCA Architects
DRAWN	SAR (Omni)
FILE	374SP01A
CHECKED	SAR (Omni)
DATE	3/25/02

SHEET No.
ALT

ATTACHMENT B – TRAFFIC STUDY

Traffic Impact Study
For Sunset West Lot 19

Prepared For
Schultz & Associates

Prepared By

omni·means
ENGINEERS · PLANNERS

TRAFFIC IMPACT STUDY FOR SUNSET WEST LOT 19

Prepared For

Schultz & Associates

Prepared By

OMNI-MEANS, LTD.
ENGINEERS & PLANNERS
2237 Douglas Boulevard, Suite 100
Roseville, California 95661
(916) 782-8688

December 2001

25-2645-11
(R374TS002.DOC)

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

INTRODUCTION

This study was prepared by OMNI-MEANS to assess the potential traffic impacts associated with development of Lot 19 in the Sunset West area in the City of Rocklin. The proposed project would develop a 12.15-acre parcel located on the northeastern quadrant of the Blue Oaks Boulevard/Lone Tree Boulevard intersection in the City of Rocklin. Lot 19 is zoned "RC" (Retail Commercial) per the Sunset West General Development Plan. As proposed, the project would develop the site with a combination of retail commercial, fast-food restaurants, sit-down restaurants, day care center and gas station uses on several building pads. It is OMNI-MEANS' understanding that a Use Permit application will have to be approved by the City for this Lot. The project vicinity map is shown on Figure 1.

The purpose of this traffic study is to provide a detailed quantification of intersection and roadway traffic operations within the immediate vicinity of Lot 19 under different site development alternatives being considered by the project applicant and to determine whether the current proposals will cause significant levels of increase to the level of impacts approved in the *Traffic/Circulation Element* of the Sunset West Environmental Impact Report (EIR) study, which addressed cumulative build-out conditions.

Study area traffic operations for Lot 19 have been analyzed under the following traffic scenarios:

- Existing plus Approved Projects Conditions
- Existing plus Approved Projects plus Project Conditions

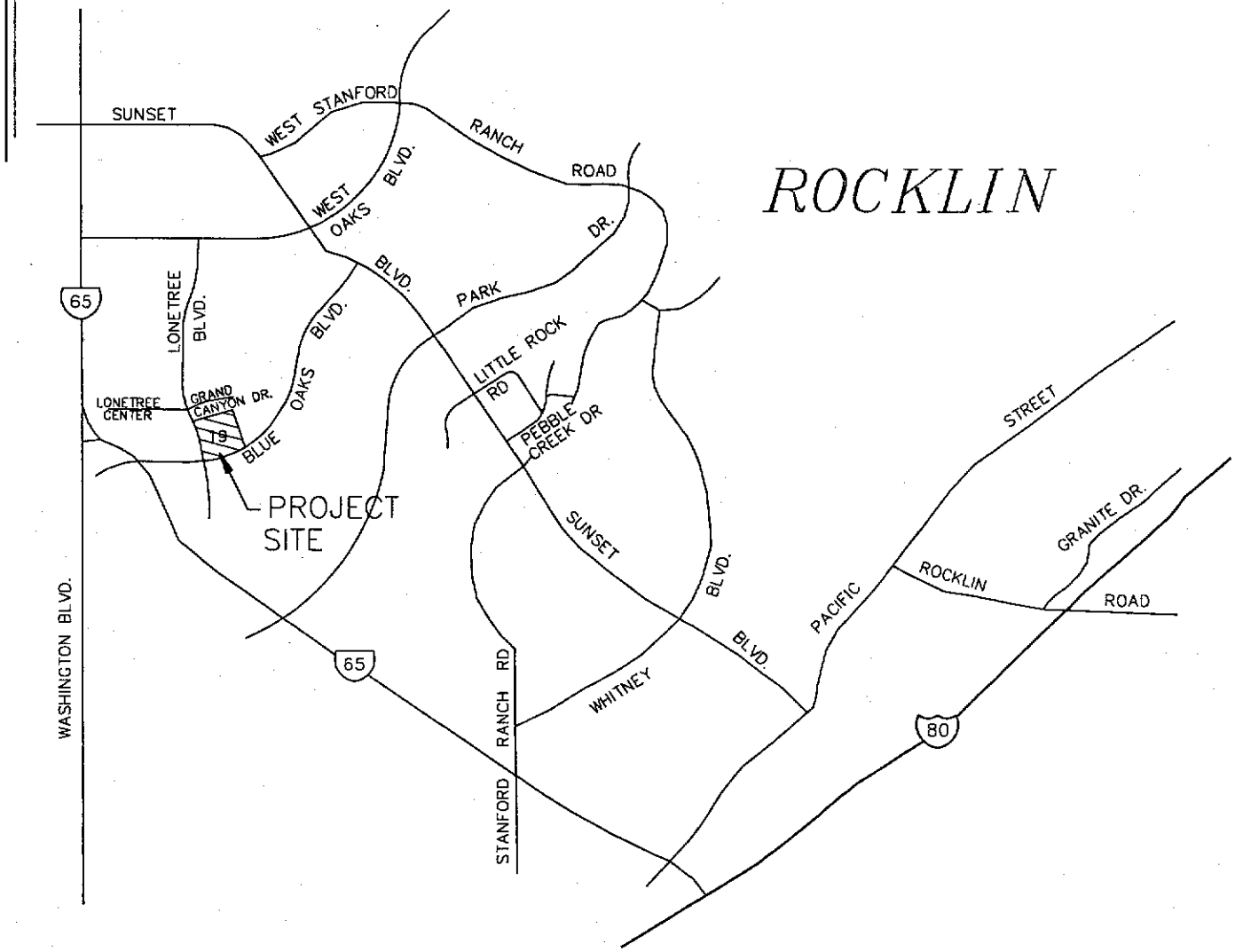
The major intersections within the study area which have been evaluated for PM peak hour traffic operating conditions include:

- Lone Tree Boulevard/Grand Canyon Drive/"Lone Tree Center" Southernmost Driveway
- Blue Oaks Boulevard/Lone Tree Boulevard
- Blue Oaks Boulevard/State Route 65 Northbound Ramps
- Blue Oaks Boulevard/State Route 65 Southbound Ramps/Washington Boulevard
- Blue Oaks Boulevard/Lot 19 Driveway intersections
- Lone Tree Boulevard/Lot 19 Driveway intersections

The segments of Blue Oaks Boulevard and Lone Tree Boulevard that front the project site have also been analyzed on an average daily traffic (ADT) basis.

For each traffic scenario, daily roadway and PM peak hour intersection volumes have been analyzed to determine whether the individual roadway and intersection facilities are adequate to maintain the City of Rocklin's Level of Service Standard. If a roadway segment or intersection functions (or expected to function) below acceptable standards, improvement measures have been identified to mitigate the impact.

This study also provides an evaluation of projected traffic operations and vehicle queues at the proposed project driveway intersections with Blue Oaks Boulevard and Lone Tree Boulevard.



SUNSET WEST LOT 19 TRAFFIC STUDY Figure 1

PROJECT VICINITY MAP

File: T374TG01.DWG(020501)25-2845-11

EXISTING SETTING

Blue Oaks Boulevard is a new two to four lane divided city arterial that extends from the new Blue Oaks Boulevard interchange with S.R.65 (for which construction was recently completed and is currently open to traffic) in a northeasterly direction to Sunset Boulevard. Blue Oaks Boulevard, along with Sunset Boulevard located to the north, provides connectivity between the Sunset West General Development Plan area and the State freeway system.

Lone Tree Boulevard is generally a four-lane arterial that runs straight north from the intersection with Blue Oaks Boulevard up to West Oaks Boulevard. Just south of West Oaks Boulevard, Lone Tree Boulevard has been reduced to two through travel lanes with turn channelization, reflecting the reduction of projected traffic towards the north end of this roadway.

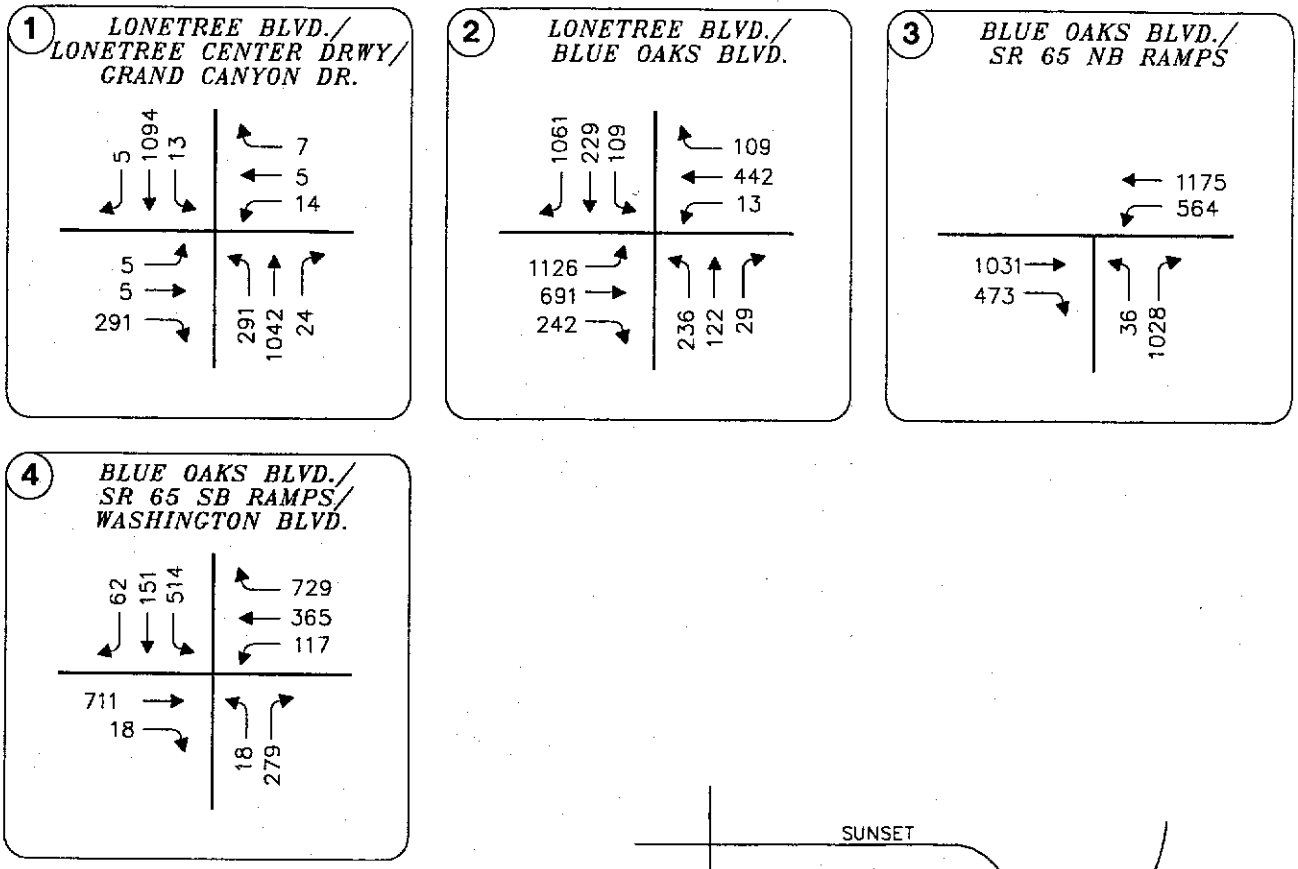
State Route 65 (S.R.65) is a north/south State Highway that connects the Cities of Roseville and Rocklin to the Northern Central Valley. The highway is a divided four-lane freeway facility from Interstate 80 to just south of the Sunset Boulevard at-grade intersection.

The focus of this study is to assess the worst-case short-term traffic impacts associated with the development of Lot 19. Since the Sunset West Development area within the immediate vicinity of the project site is currently mostly vacant, existing traffic volumes are low and existing traffic impacts are minimal. As such, this study does not quantify existing traffic conditions, but focuses on project impacts in the "short-term", when the "approved projects" within the project vicinity are built out. Fair-share and mitigation responsibilities for Lot 19 will be assessed within the context of the larger Sunset West General Development Plan area build-out.

EXISTING PLUS APPROVED PROJECTS CONDITIONS

For the "Existing plus Approved Projects Traffic Conditions", the City of Rocklin's Development Activity Report (June 2001) was reviewed to determine the current citywide residential, commercial and industrial projects. This report was reviewed to determine which projects could have a primary or tributary impact on the study area intersections and roadways. These projects included (but were not limited to) all currently approved residential development in Stanford Ranch and Whitney Oaks, Oracle Corporation Phase I and II, all approved commercial/office development along Stanford Ranch Road, Sunset Boulevard, Five Star Boulevard and Fairway Drive, and the "Civic Center". In addition, the Lone Tree Commercial Center was included in this list of approved projects. The "Existing plus Approved Projects plus Project traffic volumes with Blue Oaks Boulevard interchange" indicated in the Traffic Impact Study for Sunset West Commercial (OMNI-MEANS, October 1997) continues to represent a reliable source of Existing plus Approved Projects traffic conditions within the immediate vicinity of Lot 19. It should be noted that this scenario includes the southerly extension of Lone Tree Boulevard from the intersection with Blue Oaks Boulevard. Figure 2 presents the Existing plus Approved Projects traffic volumes, as obtained from the October 1997 OMNI-MEANS Report.

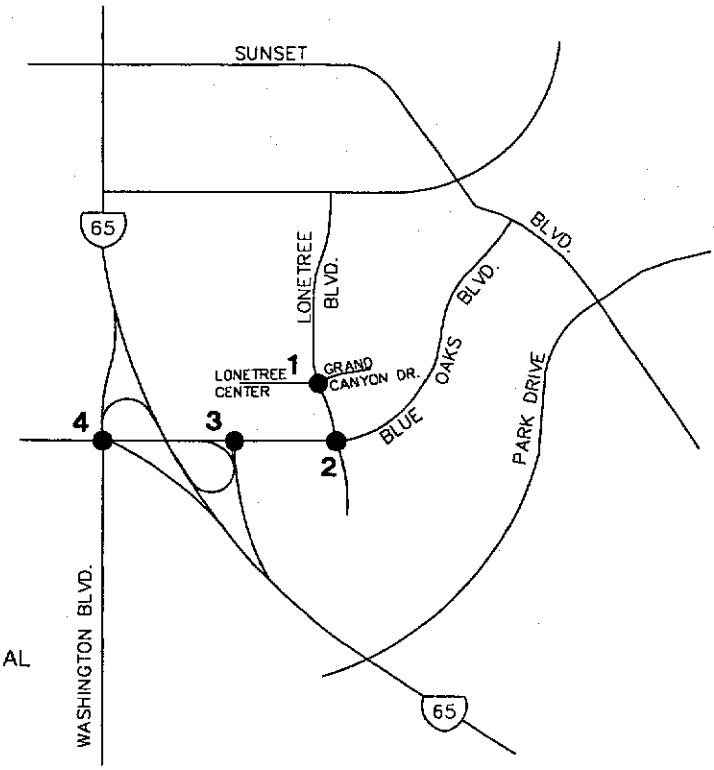
Intersection and roadway lane configurations for this traffic condition were also obtained from the October 1997 OMNI-MEANS Report. Access to S.R.65 via both the new Blue Oaks Boulevard and Pleasant Grove Boulevard (Park Drive) interchanges is assumed under "Existing plus Approved Projects" conditions. Figure 3 illustrates the intersection lane geometrics and controls assumed under the "Existing plus Approved Projects" conditions.



LEGEND:

XX–PM PEAK HOUR TRAFFIC VOLUMES

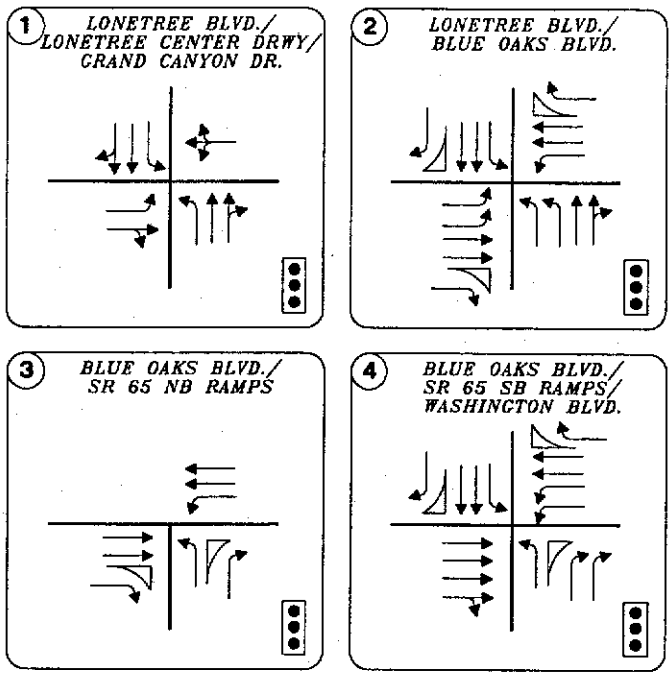
NOTE: THE TRAFFIC VOLUMES INDICATED ON THIS FIGURE REFER TO "EXISTING + APPROVED PROJECTS + PROJECT VOLUMES WITH INTERCHANGE" INDICATED IN THE TRAFFIC IMPACT STUDY FOR SUNSET WEST COMMERCIAL (OMNI–MEANS, OCTOBER 1997).

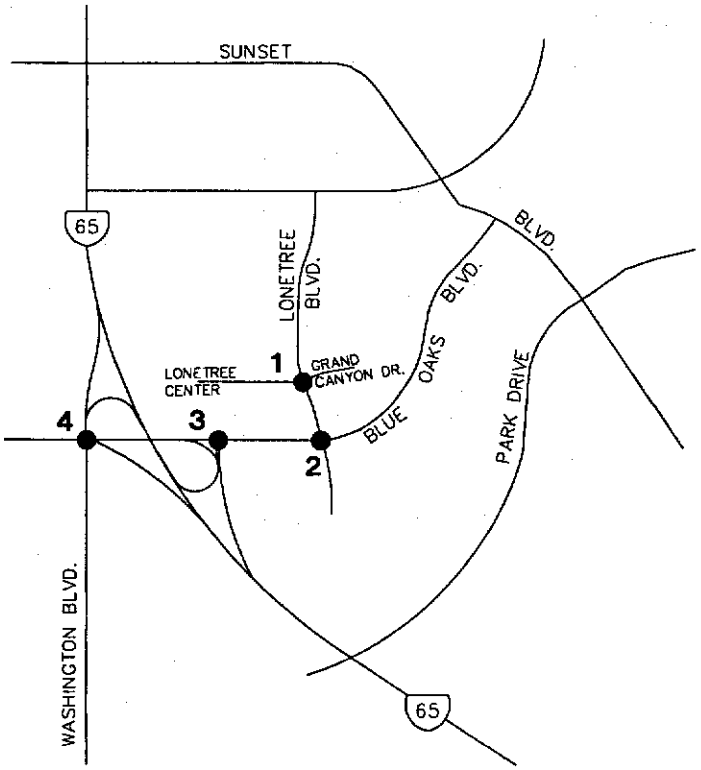


SUNSET WEST LOT 19 TRAFFIC STUDY Figure 2

EXISTING PLUS APPROVED PROJECTS TRAFFIC VOLUMES

File: T374TG11.DWG(11OCT01)25-2645-11





SUNSET WEST LOT 19 TRAFFIC STUDY

Figure 3

EXISTING PLUS APPROVED PROJECTS LANE GEOMETRICS AND CONTROL

File: T374TG06.DWG(020501)25-2645-11

LEVEL OF SERVICE METHODOLOGY

Traffic operations have been quantified through the determination of "Level of Service" (LOS). Level of Service is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment representing progressively worsening traffic conditions. The City of Rocklin has designated LOS "C" as their minimum acceptable LOS standard.

Consistent with City of Rocklin requirements for a traffic study, Levels of Service were calculated utilizing methodologies and criteria documented in the Transportation Research Board's Circular 212 - Interim Materials on Highway Capacity for signalized intersections and 2000 Highway Capacity Manual - Special Report 209 for unsignalized intersections. These analysis methodologies were implemented using *Traffix 7.5* software program developed by Dowling & Associates. The Circular 212 based procedure for calculating the Levels of Service at a signalized intersection is based on the "critical movement" method. This method compares the sum of the primary conflicting movements (v) with the intersection's capacity (c) to accommodate these movements with the result expressed as the ratio of v/c. The operating condition of the intersection is assessed by comparing the v/c ratio of the intersection with the v/c ranges assigned for each LOS designation. These ranges are indicated in Table 1. (*Note:* In order that maximum queue length estimates may be obtained for individual movements at signalized intersections, the 2000 Highway Capacity Manual (HCM) Operations methodology for signalized intersections using *Traffix 7.5* was also applied to supplement the Circular 212 Operations methodology).

The 2000 HCM based procedure for calculating the Level of Service at an unsignalized intersection is based upon a "gap acceptance" model that considers the size and probability of gaps in the major traffic stream, the usefulness of these gaps to the minor stream drivers, and the relative priority of the various traffic streams at the intersection. Level of Service at unsignalized intersections are presented in terms of "average total delay" (ATD expressed in seconds/vehicle) for the "worst-case" intersection movement. These ranges are also indicated in Table 1.

TABLE 1
LEVEL OF SERVICE THRESHOLDS

LEVEL OF SERVICE	SIGNALIZED V/C RANGE (CIRCULAR 212 METHODOLOGY)	UNSIGNALIZED ASD RANGE (2000 HCM METHODOLOGY)
"A"	≤ 0.60	ATD ≤ 10.0
"B"	0.61 - 0.70	ATD > 10 and ≤ 15
"C"	0.71 - 0.80	ATD > 15 and ≤ 25
"D"	0.81 - 0.90	ATD > 25 and ≤ 35
"E"	0.91 - 1.00	ATD > 35 and ≤ 50
"F"	> 1.00	ATD > 50

V/C = Volume to Capacity Ratio
ASD = Average Stopped Delay in Seconds/Vehicle

As shown in Table 3, all study intersections are projected to operate at LOS "C" or better peak hour levels of service under Existing plus Approved Projects conditions.

Roadway Segments

Table 4 summarizes "Existing plus Approved Projects" roadway segment traffic operations based on average daily traffic volume conditions.

TABLE 4
EXISTING PLUS APPROVED PROJECTS CONDITIONS – ROADWAY SEGMENT TRAFFIC OPERATIONS

Roadway Segment	Capacity Configuration	AADT	LOS
Blue Oaks Boulevard (just east of Lone Tree Blvd.)	Four-lane divided arterial	13,930	A
Lone Tree Boulevard (just north of Blue Oaks Blvd.)	Four-lane divided arterial	27,560	D

Note: AADT refers to two-way annual average daily vehicular traffic on the roadway segment.

As shown in Table 4, the Lone Tree Boulevard segment between Blue Oaks Boulevard and Grand Canyon Drive/Lone Tree Center southernmost Driveway is projected to operate at AADT based LOS "D" traffic conditions utilizing four-lane divided arterial capacity standards. Utilizing five-lane arterial capacity, the same segment is projected to operate at LOS "B" conditions on a daily basis.

EXISTING PLUS APPROVED PROJECT PLUS PROJECT TRAFFIC CONDITIONS

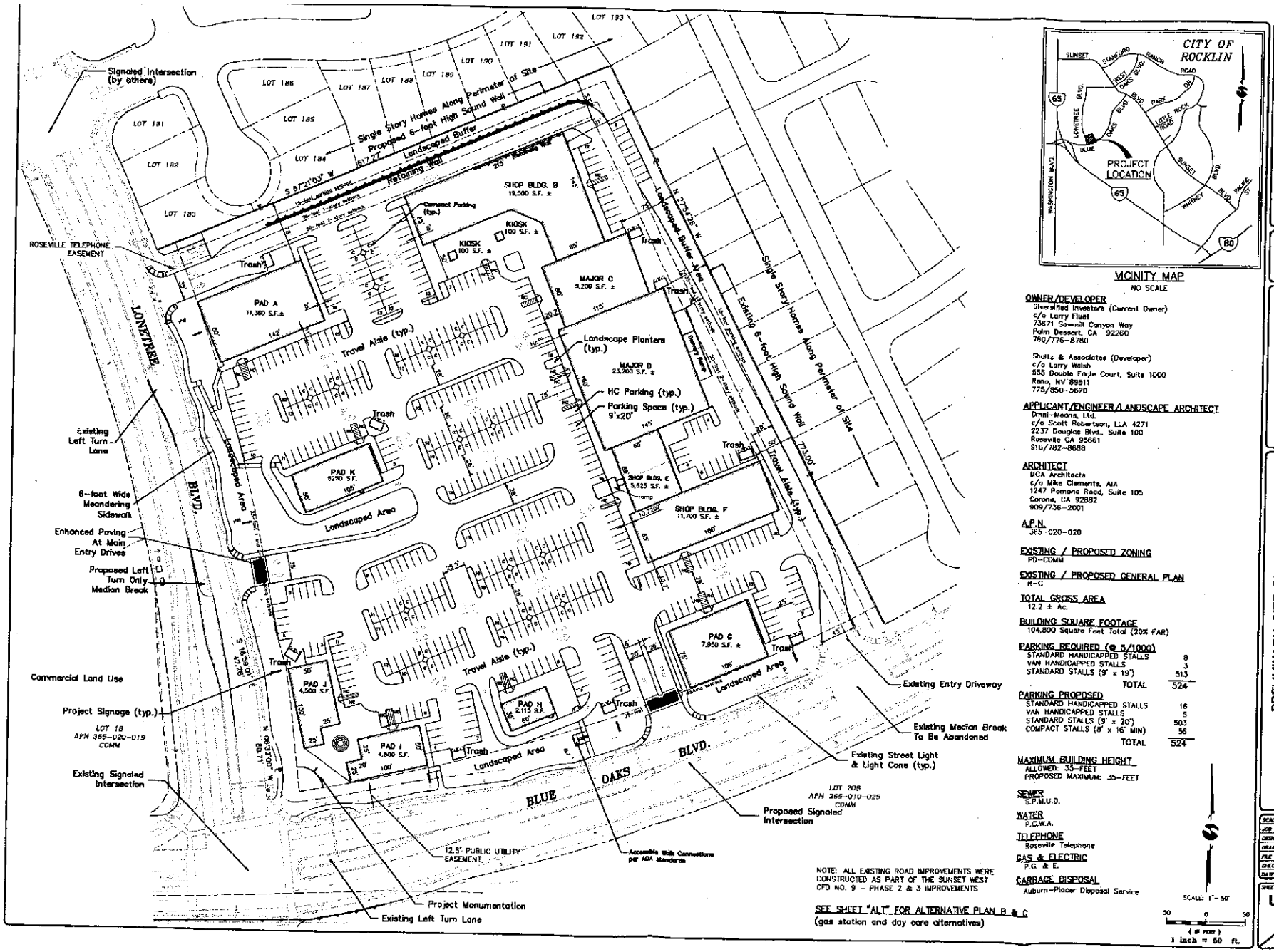
PROJECT TRIP GENERATION

The proposed project would fully develop Lot 19, a 12.15-acre parcel located at the northeastern quadrant of the Blue Oaks Boulevard/Lone Tree Boulevard intersection in the City of Rocklin. Lot 19 is zoned "RC" (Retail Commercial) per the Sunset West General Development Plan. The proposed project would develop the site with a combination of retail commercial, fast-food restaurants, sit-down restaurants, day care center and gas station uses on several building pads. The term "project", as referred to in this report, includes build-out of all proposed pads on Lot 19.

The project applicant is considering combinations of different commercial type uses dependent upon the market opportunity of the site at any given time. Four land development (or landuse combinations) alternatives referred to as Plan Scenarios A, B, C and D are considered in this report. These scenarios differ slightly from each other in the type and quantity of uses proposed. The following matrix illustrates the conceptual differences in the type of uses proposed under each scenario. The Project Site Plans are shown on Figures 4A and 4B.

Proposed Uses	Scenario A	Scenario B	Scenario C	Scenario D
Retail	Yes	Yes	Yes	Yes
Fast-food Restaurant	Yes	Yes	Yes	Yes
Sit-down Restaurant	Yes	Yes	No	No
Day-Care Center	No	Yes	No	Yes
Gasoline Station	No	No	Yes	Yes

Table 5 presents a list of proposed uses and quantities on individual pads, as well as trip generation under Scenarios A, B, C and D. The project site trip generation has been estimated based on trip generation rates contained in the ITE Publication Trip Generation (Sixth Edition). The ITE-based trip generation estimation method uses specific rates for individual pads depending on the proposed use and quantity on each pad.



NOTE: ALL EXISTING ROAD IMPROVEMENTS WERE CONSTRUCTED AS PART OF THE SUNSET WEST CFD NO. 9 – PHASE 2 & 3 IMPROVEMENTS

SEE SHEET "ALT" FOR ALTERNATIVE PLAN B & C
(gas station and day care alternatives)

VICINITY MAP
NO SCALE

OWNER/DEVELOPER
Diversified Investors (Current Owner)
c/o Larry Fluet
73671 Sawmill Canyon Way
Palm Dessert, CA 92260
760/776-8780

Shultz & Associates (Developer)
c/o Larry Walsh
555 Double Eagle Court, Suite 1000
Reno, NV 89511
775/850-5620

APPLICANT/ENGINEER/LANDSCAPE ARCHITECT
Omni-Means, Ltd.
c/o Scott Robertson, LLA 4271
2237 Douglas Blvd., Suite 100
Roseville CA 95661
916/782-8688

ARCHITECT
MCA Architects
c/o Mike Clements, AIA
1247 Pomona Road, Suite 105
Corona, CA 92882
909/736-2001

A.P.N.
365-020-020

EXISTING / PROPOSED ZONING
PD-COMM

EXISTING / PROPOSED GENERAL PLAN
R-C

TOTAL GROSS AREA
12.2 ± Ac.

BUILDING SQUARE FOOTAGE
104,800 Square Feet Total (20% FAR)

PARKING REQUIRED (@ 5/1000)

STANDARD HANDICAPPED STALLS	8
VAN HANDICAPPED STALLS	3
STANDARD STALLS (9' x 19')	513
TOTAL	524

PARKING PROPOSED

STANDARD HANDICAPPED STALLS	16
VAN HANDICAPPED STALLS	5
STANDARD STALLS (9' x 20')	503
COMPACT STALLS (8' x 16' MIN)	56
TOTAL	524

MAXIMUM BUILDING HEIGHT
ALLOWED: 35-FEET
PROPOSED MAXIMUM: 35-FEET

SEWER
S.P.M.U.D.

WATER
P.C.W.A.

TELEPHONE
Roseville Telephone

GAS & ELECTRIC
P.G. & E.

GARBAGE DISPOSAL
Auburn-Placer Disposal Service

SCALE: 1" = 50'
50 0 50
1 inch = 50 ft.

REVISIONS

PRELIMINARY
APPROVED
RC
CONSTRUCTION
RECORD

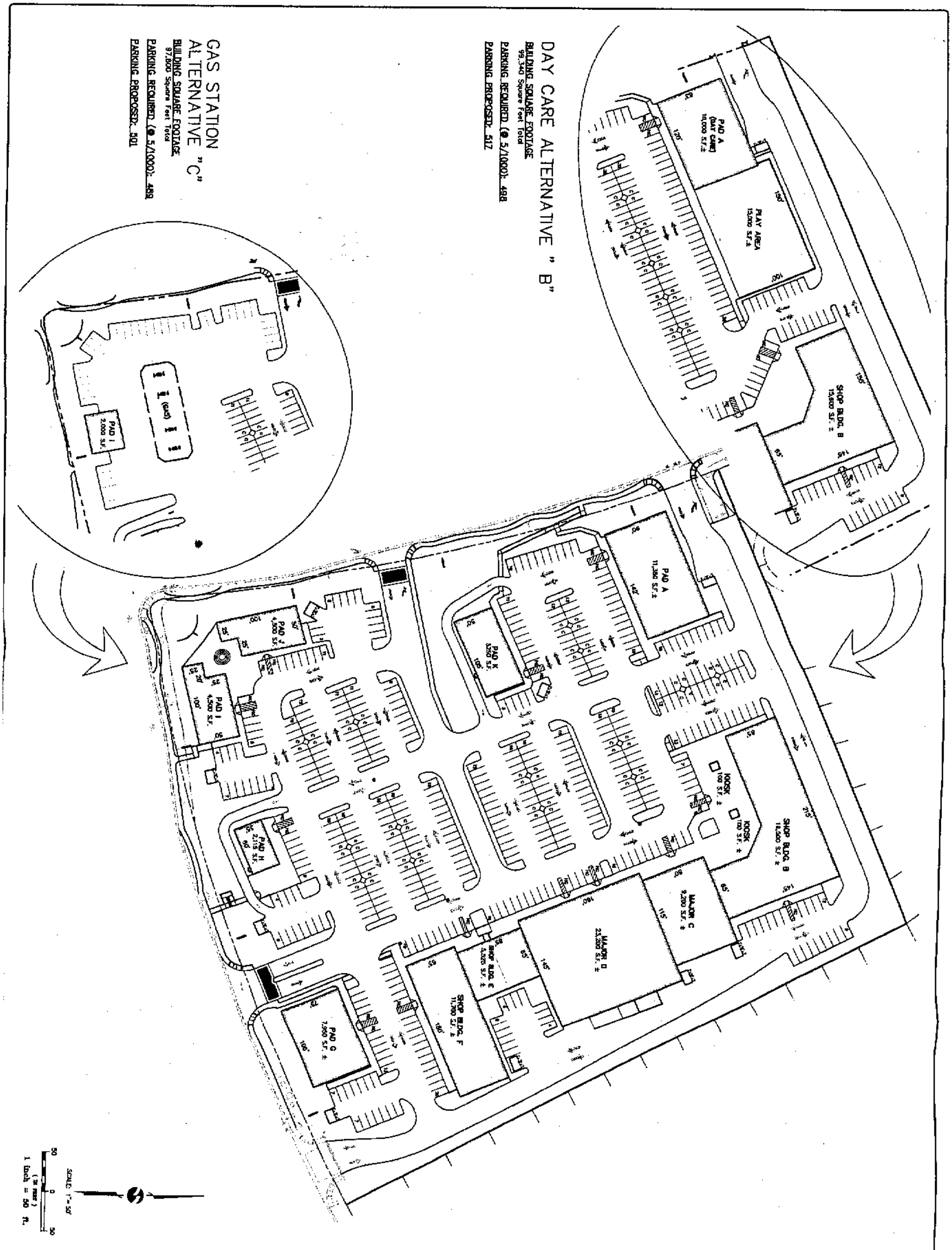
omni·means ENGINEERS PLANNERS

PRELIMINARY SITE PLAN
Blue Oaks Market Place
LOT 19, Sunset West
USE PERMIT APPLICATION
City of Rocklin, California

SCALE	1" = 50'
JOB NO.	25-2645-11
DESIGNED	MCA Architects
DRAWN	SAR (Omni)
FILE	5TAUPS
CHECKED	SAR (Omni)
DATE	12/10/09

SHEET No.
UPS
1 of 6

FIGURE 4A



ALT 2 of 6	ALTERNATIVE SITE PLAN USES Blue Oaks Market Place LOT 19, Sunset West USE PERMIT APPLICATION City of Rocklin, Califronia	omni-means ENGINEERS PLANNERS	REVISIONS

FIGURE 4B

TABLE 5
PROJECT TRIP GENERATION

Land Use Category	Unit	Daily Trip Rate/Unit	Weekday AM Peak Hour Rate/Unit			Weekday PM Peak Hour Rate/Unit		
			Total	In %	Out %	Total	In %	Out %
Shopping Center	Per KSF	80.5	1.9	61%	39%	7.4	48%	52%
Daycare Center	Per KSF	79.3	12.7	53%	47%	9.5	47%	53%
Fast Food w/ Drive-thru	Per KSF	496.0	49.8	51%	49%	33.5	52%	48%
Sit-Down Restaurant	Per KSF	130.4	9.3	52%	48%	10.9	60%	40%
Gas Station w/ Conv. Store	Per VFP	162.8	10.1	50%	50%	13.4	50%	50%

Description	Quantity	Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
			Total	In	Out	Total	In	Out
SCENARIO A								
Shopping Center – Pads A, B, C, D, E, F & G	88,435 sq.ft.	6,299 (4,724)	148 (111)	90 (68)	58 (43)	579 (434)	278 (209)	301 (225)
Fast Food w/ Drive-Thru – Pad H	2,115 sq.ft.	1,049 (367)	105 (37)	54 (19)	51 (18)	71 (25)	37 (13)	34 (12)
Sit-Down Restaurant – Pad I	4,500 sq.ft.	587 (440)	42 (32)	22 (17)	20 (15)	49 (37)	29 (22)	20 (15)
Sit-Down Restaurant – Pad J	4,500 sq.ft.	587 (440)	42 (32)	22 (17)	20 (15)	49 (37)	29 (22)	20 (15)
Fast Food w/ Drive-Thru – Pad K	5,250 sq.ft.	2,605 (912)	262 (92)	134 (47)	128 (45)	176 (62)	92 (32)	84 (30)
Total Trips		**11,127**	**599**	**322**	**277**	**924**	**465**	**459**
Total "New" Trips		**(6,883)**	**(304)**	**(168)**	**(136)**	**(595)**	**(298)**	**(297)**
SCENARIO B								
Daycare Center – Pad A	10,000 sq.ft.	793 (397)	127 (64)	67 (34)	60 (30)	95 (48)	45 (23)	50 (25)
Shopping Center – Pads B, C, D, E, F & G	73,175 sq.ft.	5,576 (4,182)	133 (100)	81 (61)	52 (39)	511 (383)	245 (184)	266 (199)
Fast Food w/ Drive-Thru – Pad H	2,115 sq.ft.	1,049 (367)	105 (37)	54 (19)	51 (18)	71 (25)	37 (13)	34 (12)
Sit-Down Restaurant – Pad I	4,500 sq.ft.	587 (440)	42 (32)	22 (17)	20 (15)	49 (37)	29 (22)	20 (15)
Sit-Down Restaurant – Pad J	4,500 sq.ft.	587 (440)	42 (32)	22 (17)	20 (15)	49 (37)	29 (22)	20 (15)
Fast Food w/ Drive-Thru – Pad K	5,250 sq.ft.	2,605 (912)	262 (92)	134 (47)	128 (45)	176 (62)	92 (32)	84 (30)
Total Trips		**11,197**	**711**	**380**	**331**	**951**	**477**	**474**
Total "New" Trips		**(6,738)**	**(357)**	**(195)**	**(162)**	**(592)**	**(296)**	**(296)**
SCENARIO C								
Shopping Center – Pads A, B, C, D, E, F & G	88,435 sq.ft.	6,299 (4,724)	148 (111)	90 (68)	58 (43)	579 (434)	278 (209)	301 (225)
Fast Food w/ Drive-Thru – Pad H	2,115 sq.ft.	1,049 (367)	105 (37)	54 (19)	51 (18)	71 (25)	37 (13)	34 (12)
Gas Station w/ Conv. Store – Pads I and J	10 VFP	1,628 (814)	101 (51)	51 (26)	50 (25)	134 (67)	67 (34)	67 (33)
Fast Food w/ Drive-Thru – Pad K	5,250 sq.ft.	2,605 (912)	262 (92)	134 (47)	128 (45)	176 (62)	92 (32)	84 (30)
Total Trips		**11,581**	**616**	**329**	**287**	**960**	**474**	**486**
Total "New" Trips		**(6,817)**	**(291)**	**(160)**	**(131)**	**(588)**	**(288)**	**(300)**

TABLE 5 (CONTINUED NEXT PAGE)

TABLE 5 (CONDITINUED)
SCENARIO D

Daycare Center – Pad A	10,000 sq.ft.	793 (397)	127 (64)	67 (34)	60 (30)	95 (48)	45 (23)	50 (25)
Shopping Center – Pads B, C, D, E, F & G	73,175 sq.ft.	5,576 (4,182)	133 (100)	81 (61)	52 (39)	511 (383)	245 (184)	266 (199)
Fast Food w/ Drive-Thru – Pad H	2,115 sq.ft.	1,049 (367)	105 (37)	54 (19)	51 (18)	71 (25)	37 (13)	34 (12)
Gas Station w/ Conv. Store – Pads I and J	10 VFP	1,628 (814)	101 (51)	51 (26)	50 (25)	134 (67)	67 (34)	67 (33)
Fast Food w/ Drive-Thru – Pad K	5,250 sq.ft.	2,605 (912)	262 (92)	134 (47)	128 (45)	176 (62)	92 (32)	84 (30)
Total Trips		**11,651**	**728**	**387**	**341**	**987**	**486**	**501**
Total "New" Trips		**(6,672)**	**(344)**	**(187)**	**(157)**	**(585)**	**(286)**	**(299)**

Notes: *1. A pass-by trip reduction rate of 25% for Retail center, 65% for Fast-food Restaurant, 25% for Sit-Down Restaurant, 50% for Gas Station and 50% for Daycare facility has been applied. Quantities in parentheses indicate net" new trips" generated after accounting for pass-by trip reduction.*

2. No Internal Trip Matching has been assumed in this analysis.

3. The actual trip generation volumes were computed utilizing the mathematical equations (curves) recommended by ITE Trip Generation. The average trip rates indicated in the above table were derived as trip generation volume divided by descriptor quantity. KSF = 1,000 Square Feet, VFP = Vehicle Fueling Position

Not all trips attracted by the proposed project are expected to be "new" trips. For the retail, gas station and restaurant type uses, a significant proportion of the trips are expected to be "pass-by" trips that originate from and depart towards the Blue Oaks Boulevard and Lone Tree Boulevard corridors. Some shopping trips may also be "diverted-linked" from S.R.65, Sunset Boulevard and Washington Boulevard corridors but would be regarded as "new" trips within the immediate vicinity of the project site. With regards to the daycare center, commuters dropping off their kids on their way to work in the morning and picking-up their kids on their way home in the evening, would make a "pass-by" daycare drop-off/pick-up trip originating from their Blue Oaks Boulevard and Lone Tree Boulevard commute routes. It is also possible that commuters utilizing other routes would make a "diverted-linked" trip to the daycare facility. However such diverted-linked trips would be regarded as "new" trips within the immediate vicinity of the project site. In this study, it is assumed that 50% of all pass-by trips would originate from and depart to the Blue Oaks Boulevard corridor and the remaining 50% would originate from and depart to the Lone Tree Boulevard corridor.

As can be seen from Table 5, the four scenarios differ only marginally in terms of their gross as well as net new trip generation for daily, AM and PM peak hour periods. More specifically, there appears to be a very small increase in total daily as well as PM peak hour trip generation between the four scenarios expressed as below.

Scenario A < Scenario B < Scenario C < Scenario D

Consequently, in terms of anticipated traffic impacts, Scenario A represents a "reasonable best-case" and Scenario D represents a "reasonable worst-case" scenario. Therefore, for traffic impact assessment purposes, this traffic study has analyzed Alternatives A and D in detail, so that a "reasonable range" of impacts can be determined. The traffic impacts with Scenarios B and C have been as such "bracketed" within the impacts estimated under Scenarios A and D.

It is noted here that Lot 19 was a part of the Sunset West General Development Plan for which an Environmental Impact Report (EIR) was completed and approved in 1995. The currently proposed development on Lot 19 is consistent with the original zoning ("RC" - Retail Commercial) for the same lot. The current proposal for Lot 19 is **not** a rezone request and does not in any way represent a significant deviation from what was originally planned and approved for this lot. It should be recognized

however that the Sunset West EIR study was a larger environmental study (prepared mainly for CEQA purposes) and used gross trip generation rates by landuse type for the entire plan area without breaking down trip generation associated with individual lots. The current effort is a more focussed study that breaks down Lot 19 into individual pads for traffic operations analysis purposes. Notwithstanding the limitations in comparing trip generation for Lot 19 based on Sunset West GDP to current trip generation estimates, the off-site traffic impacts caused by Lot 19 on all facilities in the vicinity are anticipated to fall within the overall level of traffic impacts assessed under Sunset West General Development Plan build-out.

TRIP DISTRIBUTION AND ASSIGNMENT

The project is envisioned as a "neighborhood commercial" type of use predominantly serving shopping needs of residential neighborhoods located within an approximate 2-mile radius. Based upon the proposed commercial uses and location of the project and its proximity to the S.R.65/Blue Oaks Boulevard interchange, an estimate of local and regional trip distribution was developed as follows:

- 40 % to/from the east on Blue Oaks Boulevard
- 35 % to/from the west on Blue Oaks Boulevard to the S.R.65 interchange and beyond
- 25 % to/from the north on Lone Tree Boulevard

Upon the construction of the southerly extension of Lone Tree Boulevard, about 15% of the traffic would be assumed to be redistributed, resulting in the following distributions.

- 34 % to/from the east on Blue Oaks Boulevard
- 30 % to/from the west on Blue Oaks Boulevard to the S.R.65 interchange and beyond
- 21 % to/from the north on Lone Tree Boulevard
- 15 % to/from the south on Lone Tree Boulevard

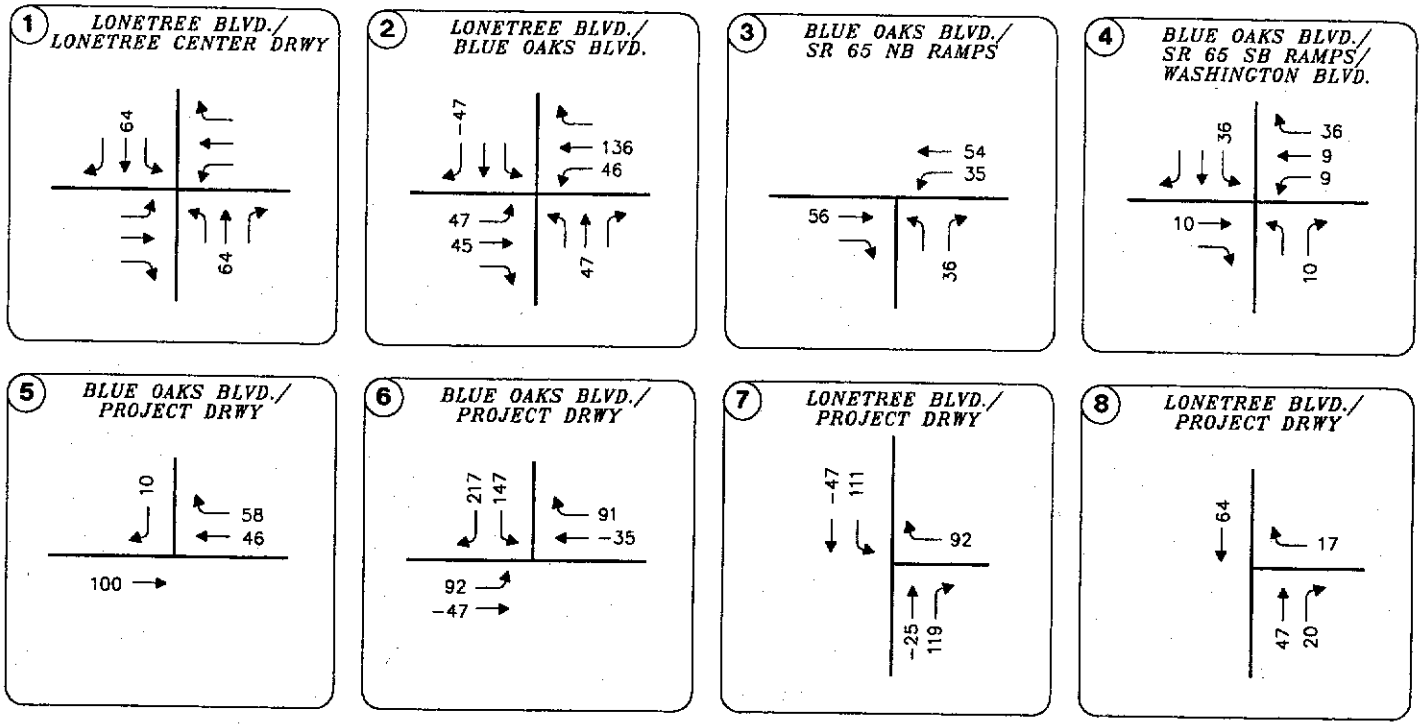
Daily and PM peak hour project trips were assigned to the study area roadways and intersections based on the identified directional trip distribution. Actual driveway utilization was determined based upon the location of the different pads, and the proposed type of use on individual pads.

Project Driveways and Access Scenarios

The proposed project would be provided with four driveways, with two driveways providing access to/from Blue Oaks Boulevard and another two driveways providing access to/from Lone Tree Boulevard. The following represents a list of driveway intersections that will be constructed with the development of the project, in addition to the four "Existing plus Approved projects" study intersections.

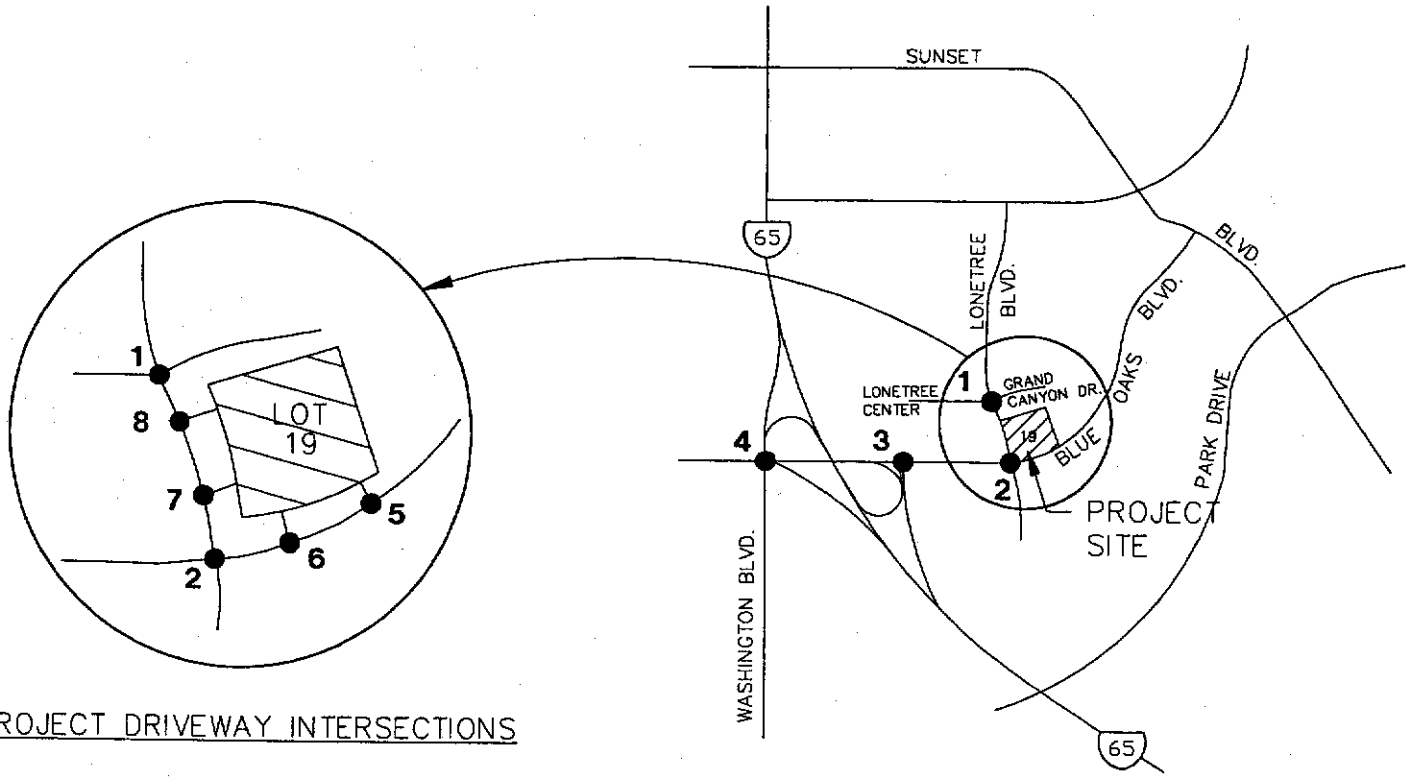
- Intersection #5 – Blue Oaks Boulevard/Eastern driveway (right-turns only)
- Intersection #6 – Blue Oaks Boulevard/Western driveway (full-access)
- Intersection #7 – Lone Tree Boulevard/Southern driveway (right-turns in and out, left-turns in)
- Intersection #8 – Lone Tree Boulevard/Northern driveway (right-turns only)

Distribution of "project only" trips was estimated under Scenarios A and D. The "project only" trip distribution under Scenarios A and D are shown on Figures 5A and 5B respectively. The indicated trip distributions take into account pass-by and diverted-linked trip assignments.



LEGEND:

XX–PM PEAK HOUR TRAFFIC VOLUMES



PROJECT DRIVEWAY INTERSECTIONS

SUNSET WEST LOT 19 TRAFFIC STUDY

Figure 5A

LAND USE SCENARIO "A"
"PROJECT ONLY" TRAFFIC VOLUMES

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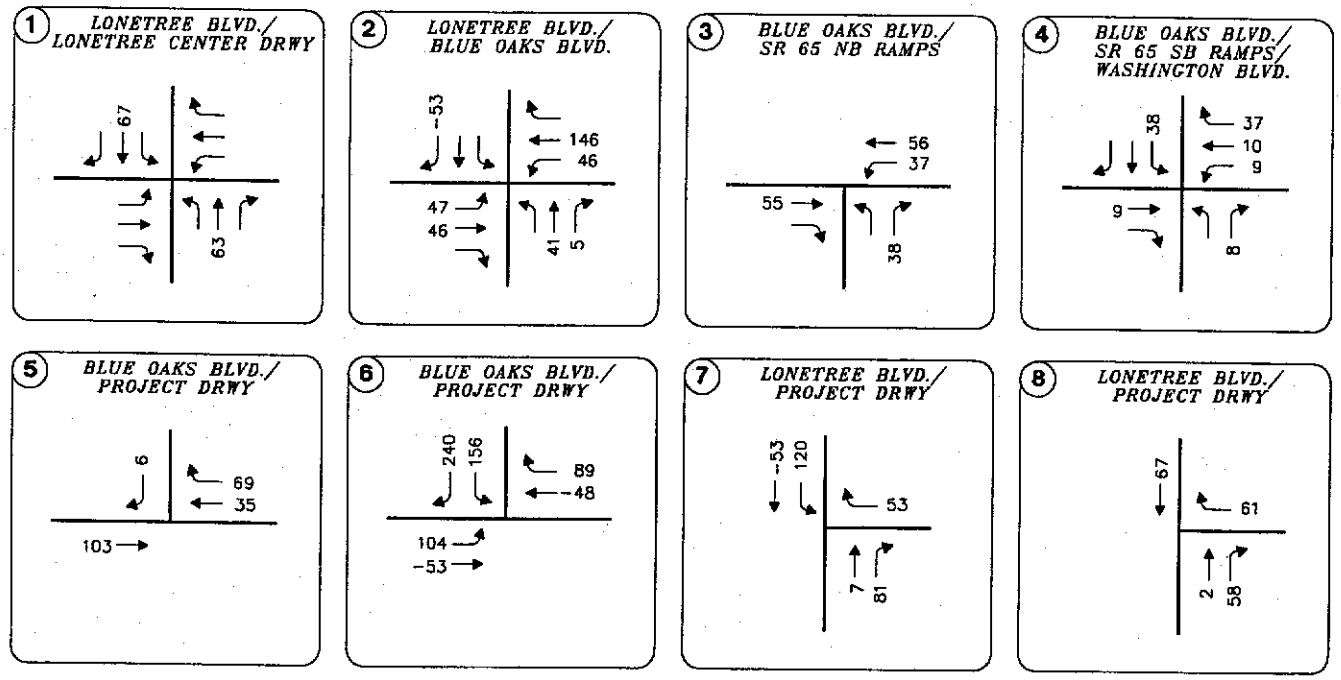

LEGEND:

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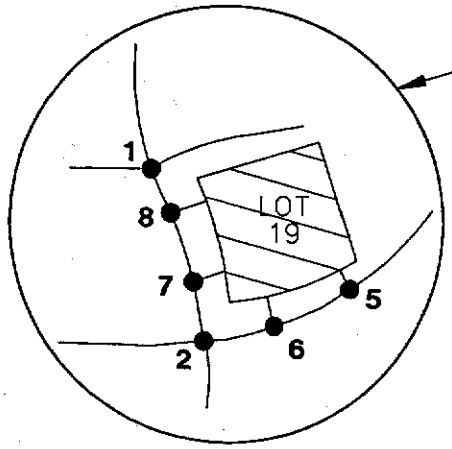
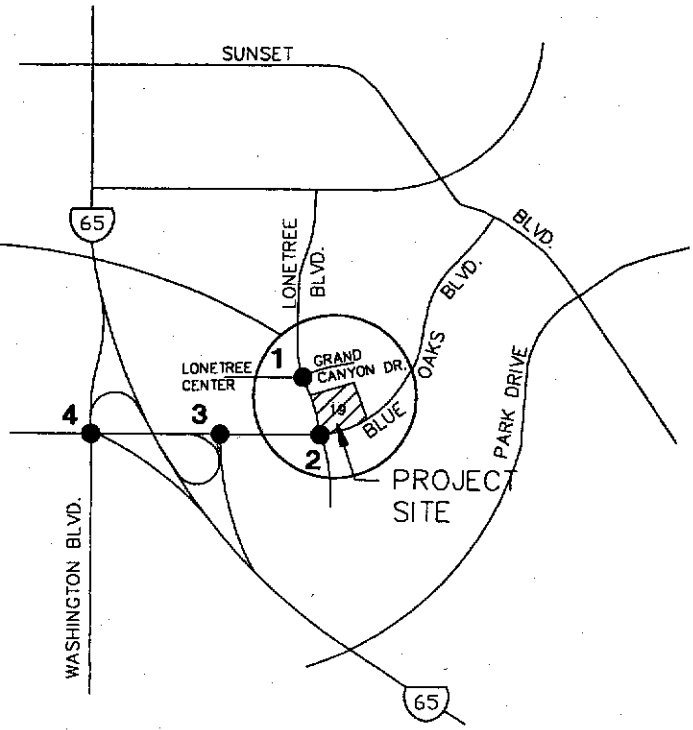


PROJECT DRIVEWAY INTERSECTIONS



SUNSET WEST LOT 19 TRAFFIC STUDY

Figure 5B

LAND USE SCENARIO "D"
"PROJECT ONLY" TRAFFIC VOLUMES

File: T374TG13.DWG(06DEC01)25-2645-11

EXISTING PLUS APPROVED PROJECTS PLUS PROJECT INTERSECTION OPERATIONS

TRAFFIC OPERATIONS UNDER SCENARIO A

Intersections

The "Existing plus Approved Projects plus Project" intersection lane geometrics and control are indicated on Figure 6. The "Existing plus Approved Projects plus Project Scenario A" conditions were simulated by superimposing "project only" trips shown on Figure 5A on top of the "Existing plus Approved Projects" traffic volumes shown on Figure 2. The resulting "Existing plus Approved projects plus Project" PM peak hour traffic volumes are shown on Figure 7. Table 6 summarizes PM peak hour intersection operating conditions under "Existing plus Approved Projects plus Project Scenario A" conditions.

TABLE 6
EXISTING + APPROVED PROJECTS + PROJECT SCENARIO A CONDITIONS
PM PEAK HOUR LEVELS OF SERVICE (LOS)

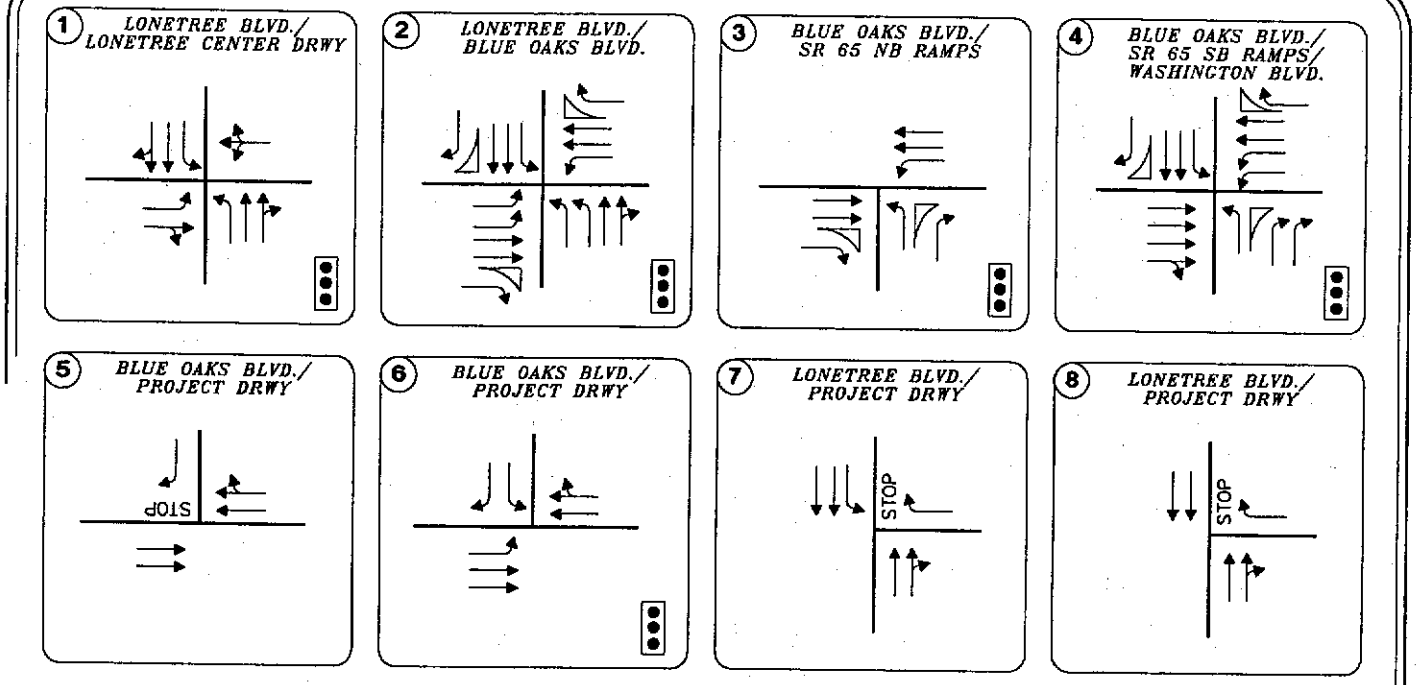
Intx. #	Intersection	Control Type	PM Peak Hour V/C Ratio	PM Peak Hour Delay (sec/veh)	PM Peak Hour LOS	Warrant Met?
1	Lone Tree Boulevard/Grand Canyon Drive/Lone Tree Center Southernmost Driveway.	Signal	0.766	-	C	-
2	Blue Oaks Boulevard/Lone Tree Boulevard	Signal	0.793	-	C	-
3	Blue Oaks Boulevard/S.R.65 Northbound Ramps	Signal	0.796	-	C	-
4	Blue Oaks Boulevard/S.R.65 Southbound Ramps/ Washington Boulevard	Signal	0.541	-	A	-
5	Blue Oaks Blvd./Eastern Drwy. (Right-turns only)	TWSC	-	10.8	B	No
6	Blue Oaks Blvd./Western Drwy. (Full-Access)	Signal	0.417	-	A	-
7	Lone Tree Blvd./Southern Drwy. (Right-turns in and out, Left-turns in only)	TWSC	-	20.8	C	No
8	Lone Tree Blvd./Northern Drwy. (Right-turns only)	TWSC	-	16.3	C	No

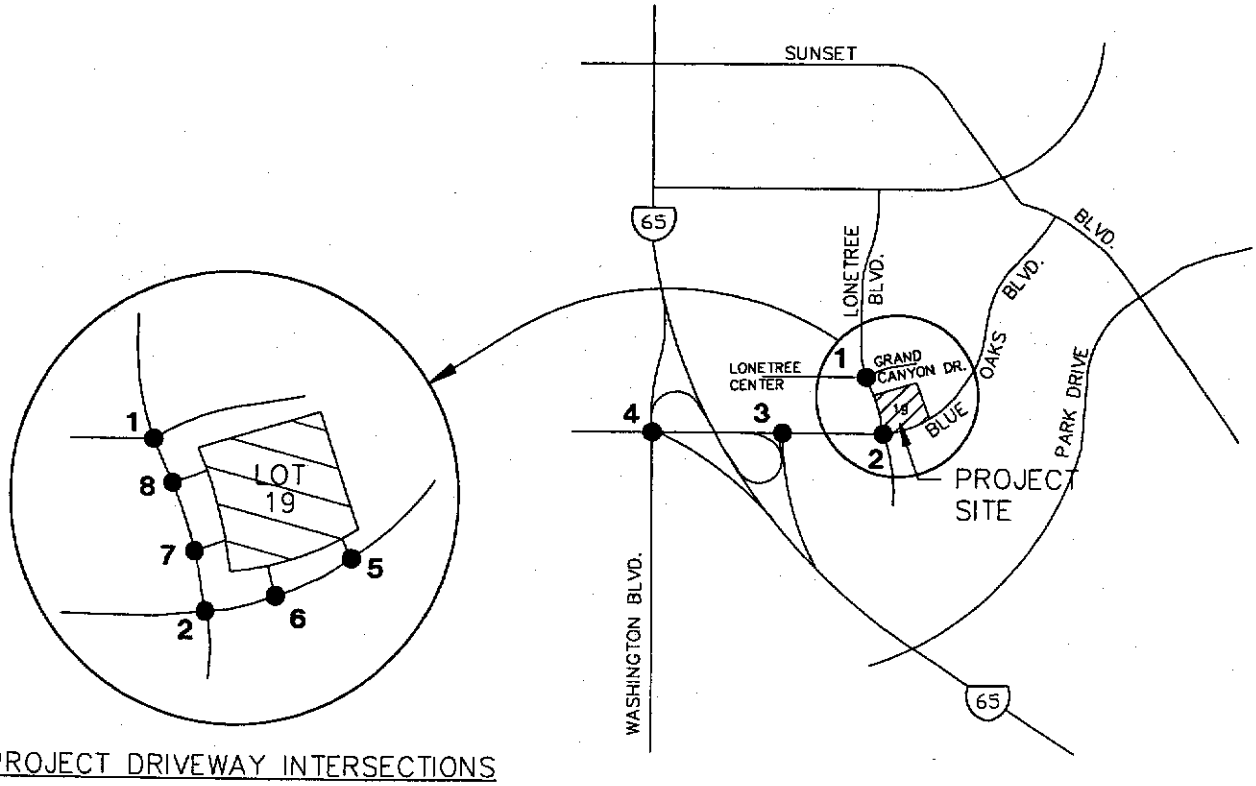
Note:
1. *TWSC = Two-Way Stop Control*
2. *V/C Ratio = Volume/Capacity Ratio for signalized intersections*
3. *Average Delay/LOS = Worst-Case intersection movement delay/LOS for two-way-stop control intersections.*
4. *Warrant refers to Caltrans peak-hour-volume Signal Warrant-11 (Urban Areas).*

As shown in Table 6, all study intersections are projected to operate at LOS "C" or better PM peak hour levels of service under Existing plus Approved Projects plus Project Alternative A conditions. None of the unsignalized project driveway intersections are projected to meet Caltrans peak hour volume warrants.

Roadway segments

Table 7 summarizes "Existing plus Approved Projects plus Project Scenario A" roadway segment traffic operations.



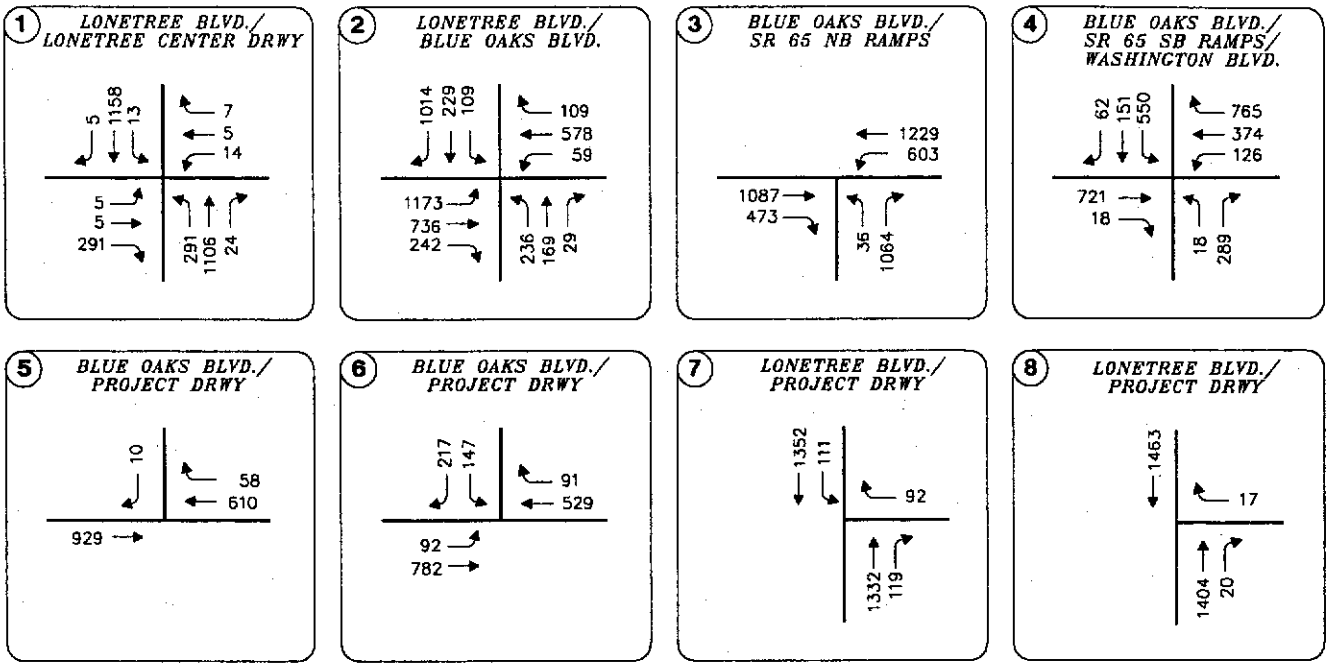


PROJECT DRIVEWAY INTERSECTIONS

SUNSET WEST LOT 19 TRAFFIC STUDY

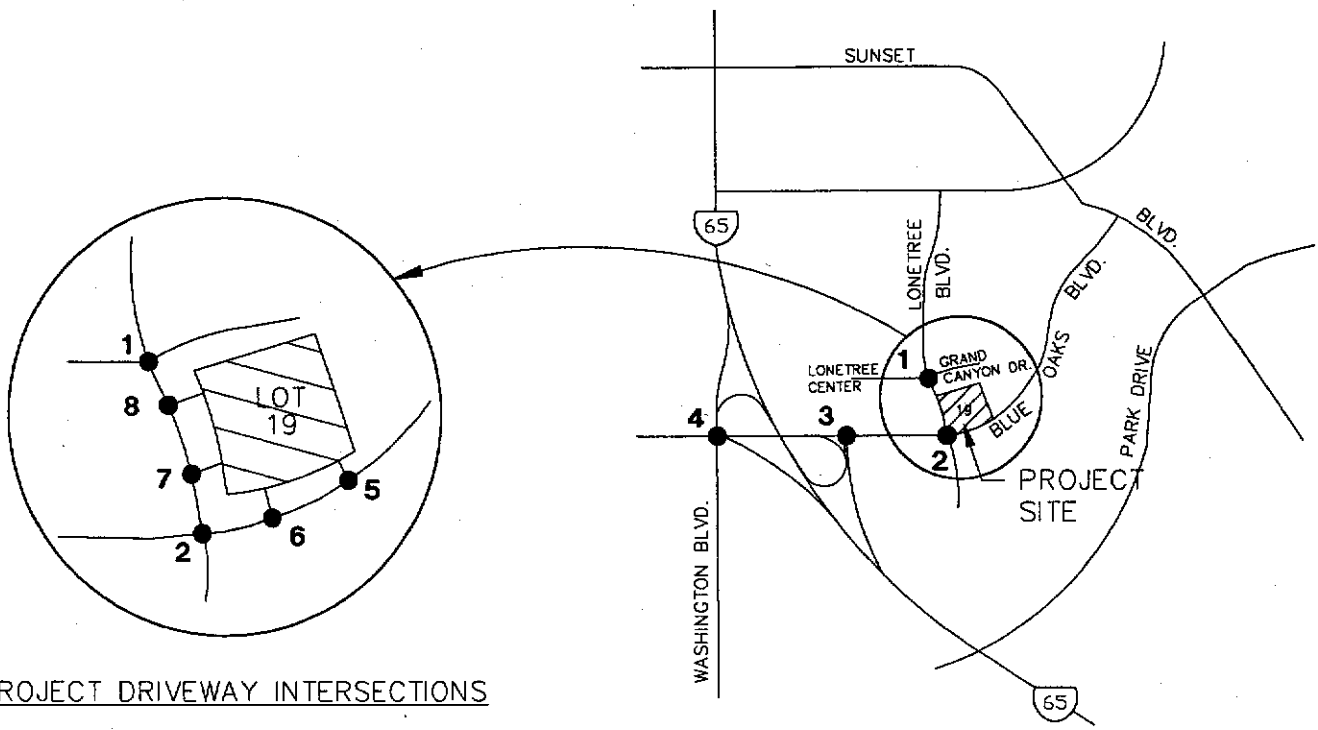
Figure 6

EXISTING PLUS APPROVED PROJECTS PLUS PROJECT LANE GEOMETRICS AND CONTROL



LEGEND:

XX–PM PEAK HOUR TRAFFIC VOLUMES



PROJECT DRIVEWAY INTERSECTIONS

SUNSET WEST LOT 19 TRAFFIC STUDY

Figure 7

EXISTING PLUS APPROVED PROJECTS PLUS PROJECT SCENARIO "A" TRAFFIC VOLUMES

File: T374TG18.DWG(06DEC01)25-2845-11

TABLE 7
EXISTING PLUS APPROVED PROJECTS PLUS PROJECT SCENARIO A CONDITIONS
ROADWAY SEGMENT TRAFFIC OPERATIONS

Roadway Segment	Capacity Configuration	AADT	LOS
Blue Oaks Boulevard (just east of Lone Tree Blvd.)	Four-lane divided arterial	16,200	A
Lone Tree Boulevard (just north of Blue Oaks Blvd.)	Four-lane divided arterial	28,030	D

Note: AADT refers to two-way annual average daily vehicular traffic on the roadway segment.

As shown in Table 7, the Lone Tree Boulevard segment between Blue Oaks Boulevard and Grand Canyon Drive/Lone Tree Center southernmost Driveway is projected to operate at AADT based LOS "D" traffic conditions utilizing four-lane divided arterial capacity standards. Utilizing five-lane arterial capacity, the same segment is projected to operate at LOS "C" conditions on a daily basis.

TRAFFIC OPERATIONS UNDER SCENARIO D

Intersections

The "Existing plus Approved Projects plus Project Scenario D" conditions were simulated by superimposing "project only" trips shown on Figure 5B on top of the "Existing plus Approved Projects" traffic volumes shown on Figure 2. The resulting "Existing plus Approved projects plus Project" PM peak hour traffic volumes are shown on Figure 8. Table 8 summarizes PM peak hour intersection operating conditions under "Existing plus Approved Projects plus Project Scenario D" conditions.

TABLE 8
EXISTING + APPROVED PROJECTS + PROJECT SCENARIO D CONDITIONS
PM PEAK HOUR LEVELS OF SERVICE (LOS)

Intx #	Intersection	Control Type	PM Peak Hour V/C Ratio	PM Peak Hour Delay (sec/veh)	PM Peak Hour LOS	Warrant Met?
1	Lone Tree Boulevard/Grand Canyon Drive/Lone Tree Center Southernmost Driveway.	Signal	0.767	-	C	-
2	Blue Oaks Boulevard/Lone Tree Boulevard	Signal	0.797	-	C	-
3	Blue Oaks Boulevard/S.R.65 Northbound Ramps	Signal	0.795	-	C	-
4	Blue Oaks Boulevard/S.R.65 Southbound Ramps/ Washington Boulevard	Signal	0.542	-	A	-
5	Blue Oaks Blvd./Eastern Drwy. (Right-turns only)	TWSC	-	10.8	B	No
6	Blue Oaks Blvd./Western Drwy. (Full-Access)	Signal	0.436	-	A	-
7	Lone Tree Blvd./Southern Drwy. (Right-turns in and out, Left-turns in only)	TWSC	-	18.2	C	No
8	Lone Tree Blvd./Northern Drwy. (Right-turns only)	TWSC	-	18.3	C	No

Note:
1. *TWSC = Two-Way Stop Control*
2. *V/C Ratio = Volume/Capacity Ratio for signalized intersections*
3. *Average Delay/LOS = Worst-Case intersection movement delay/LOS for two-way-stop control intersections.*
4. *Warrant refers to Caltrans peak-hour-volume Signal Warrant-11 (Urban Areas).*

As shown in Table 8, all study intersections are projected to operate at LOS "C" or better PM peak hour levels of service under Existing plus Approved Projects plus Project Alternative C conditions. None of the unsignalized project driveway intersections are projected to meet Caltrans peak hour volume warrants.

Roadway segments

Table 9 summarizes "Existing plus Approved Projects plus Project Scenario D" roadway segment traffic operations.

TABLE 9
EXISTING PLUS APPROVED PROJECTS PLUS PROJECT SCENARIO D CONDITIONS
ROADWAY SEGMENT TRAFFIC OPERATIONS

Roadway Segment	Capacity Configuration	AADT	LOS
Blue Oaks Boulevard (just east of Lone Tree Blvd.)	Four-lane divided arterial	16,360	A
Lone Tree Boulevard (just north of Blue Oaks Blvd.)	Four-lane divided arterial	27,910	D

Note: AADT refers to two-way annual average daily vehicular traffic on the roadway segment.

As shown in Table 9, the Lone Tree Boulevard segment between Blue Oaks Boulevard and Grand Canyon Drive/Lone Tree Center southernmost Driveway is projected to operate at AADT based LOS "D" traffic conditions utilizing four-lane divided arterial capacity standards. Utilizing five-lane arterial capacity, the same segment is projected to operate at LOS "C" conditions on a daily basis.

SITE ACCESS OPERATIONS

Lot 19 is an approximately square-shaped parcel with approximately 1,000 feet of parcel frontage along Blue Oaks Boulevard and approximately 900 feet of parcel frontage along Lone Tree Boulevard. The *City of Rocklin Construction Specifications, Improvement Standards, Standard Drawings Figure 3-22* (May 1994) indicates that a maximum of three standard driveways may be permissible along a frontage that exceeds 400 feet. The proposed Site Plan scenarios propose two driveway intersections along Blue Oaks Boulevard and two driveway intersections along Lone Tree Boulevard, and are considered to be consistent with City of Rocklin standards.

Tables 6 and 8 already indicated driveway intersection operations under Scenarios A and D respectively. Driveway intersection operations under Scenarios B and C are expected to fall within the range of traffic operations shown on Tables 6 and 8. At intersection #6 (Blue Oaks Boulevard/Project Driveway signalized access), scenarios that include the Gas Station (Scenarios C and D) are projected to yield slightly worse V/C ratios than without the Gas Station (Scenarios A and B), because of slightly higher driveway trip generation with the Gas Station. Since the levels of service at all study intersections are projected to be identical (with very marginal differences in intersection delays and V/C ratios) under Scenario A through D, it is concluded that the proposed scenarios as such have identical levels of traffic impacts.

If the southbound left-turn project access at intersection #7 were prohibited, the approximately 111 PM peak hour vehicles under Alternative A (and 120 vehicles under Alternative D) that would otherwise use this movement would be forced to take a circuitous route into the project site, by driving further south to the Blue Oaks Boulevard intersection and then make a left-turn towards intersection #6 on Blue Oaks Boulevard or make a U-turn towards intersection #7 on Lone Tree Boulevard. In either case, the signalized V/C ratio at the Blue Oaks Boulevard/Lone Tree Boulevard intersection is projected to increase by 0.051 (or more) and degrade to LOS "D" conditions, if the southbound left-turn inbound access from

Lone Tree Boulevard were to be prohibited at intersection #7. Furthermore, if the southbound left-turn inbound access were prohibited at intersection #7, the southbound left-turn maximum queue length at the Blue Oaks Boulevard/Lone Tree Boulevard intersection would increase from six (6) vehicles to twelve (12) vehicles. If all of these inbound vehicles actually make an eastbound left-turn at the full-access intersection #6 on Blue Oaks Boulevard, the V/C ratio at the same intersection would increase by 0.078 (or more) and the eastbound left-turn maximum queue length increase from five (5) vehicles to ten (10) vehicles. In conclusion, it is both recommended and assumed in this traffic study that southbound left-turn access between Lone Tree Boulevard and the project site be provided.

Driveway Throat Depth Requirements

The amount of driveway throat depth that should be provided at each of the proposed site driveway connections to Blue Oaks Boulevard and to Lone Tree Boulevard were estimated by performing a queuing analysis. The queuing analysis was performed to determine the projected "maximum" vehicle queue lengths at all outbound left and right turn lanes estimated at a 95-percentile probability. Table 10 summarizes the recommended minimum throat depth requirements.

TABLE 10
DRIVEWAY THROAT DEPTH REQUIREMENTS

Location	Recommended Minimum Throat Depth	PM Peak Hour Operations: Maximum Queue	PM Peak Hour Operations: Required Storage
Intersection #5 – Blue Oaks Boulevard/ Eastern Driveway			
Southbound Right	75 feet	2 vehicles	50 feet
Intersection #6 – Blue Oaks Boulevard/ Western Driveway			
Southbound Left	75 feet	6 vehicles	150 feet
Southbound Right	75 feet	9 vehicles	225 feet
Intersection #7 – Lone Tree Boulevard/ Southern Driveway			
Westbound Right	75 feet	2 vehicles	50 feet
Intersection #8 – Lone Tree Boulevard/ Northern Driveway			
Westbound Right	75 feet	2 vehicles	50 feet

Note:

1. *Intersection Lane Geometrics and control indicated on Figure 6 were used to derive the above throat depth requirements.*
2. *Driveway throat depths shown in the above table were estimated for Project Scenario A conditions, and are also generally applicable for Scenarios B, C and D.*

If no southbound left-turn project access were to be provided from Lone Tree Boulevard, the projected maximum queue length at intersection #6 is projected to increase to seven (7) vehicles for the southbound left-turn movement and ten (10) vehicles for the southbound right-turn movement. For all other driveway approaches, the maximum queue lengths and required storages indicated in Table 10 are still applicable if no southbound left-turn project access were to be provided from Lone Tree Boulevard. Furthermore, the above analysis assumes no "right-turns-on-red" for the southbound right-turn movement. If "right-turns-on-red" are permissible at intersection #6, the maximum queue length for the southbound right-turn movement at this intersection are projected to decrease to eight (8) vehicles, for conditions that both allow and prohibit southbound left-turn access from Lone Tree Boulevard.

It is noted that in Table 10, a throat depth of only 75 feet is recommended for the southbound approach at intersection #6, despite the fact that the southbound maximum queue lengths exceed 150 feet. The southbound left-turn movement has a green time of approximately 33% of the total cycle time or 33 seconds at a cycle length of 100 seconds. Based on the arrival rate for the inbound (northbound) vehicles during the 67 seconds of red time, an average queue length of 3.4 vehicles is projected. At a 95-percentile probability, a maximum queue length of 7 vehicles is projected for the inbound movement. However, this queue will NOT spillover to Blue Oaks Boulevard because the vehicles that form the southbound queues at this intersection predominantly originate from the west and north of this driveway and therefore the

southbound queues are expected to stack to the north of the first parking aisle or to the west along the first parking aisle. Therefore, the southbound maximum queue lengths that exceed 150 feet do not actually block the 183 vehicles per hour (under Scenario A) that head northbound (inbound) at this driveway and either drive straight through or attempt to make a left-turn to head towards the center of the main parking lot. **Providing stop signage for the vehicles originating from the north of the first parking aisle would eliminate the potential for the inbound vehicles from intersection #6 to stop/wait for gaps before heading into the main parking lot, thereby eliminating the possibility of queue spillover on to Blue Oaks Boulevard.** Even under conditions that prohibit southbound left-turn project access from Lone Tree Boulevard, for the same reasons as discussed above, no queuing spillover to Blue Oaks Boulevard is projected.

Southbound Left-turn Access from Lone Tree Boulevard – Storage Requirements

At intersection #7 (Lone Tree Boulevard/Southern Driveway intersection), the southbound left-turn movement in to the project site is projected to operate at "Existing plus Approved Projects plus Project" PM peak hour LOS "C" conditions under all scenarios. This movement consisting of 111 PM peak hour vehicles under Scenario A (120 vehicles under Scenario D) would attempt to turn through gaps in the northbound through traffic stream consisting of approximately 1,450 PM peak hour vehicles. The unsignalized 95-percentile queue length for this movement is projected to be two (2) vehicles when analyzed as an isolated intersection traffic movement. The "Existing plus Approved Projects plus Project" PM peak hour LOS "C" projection and the two vehicle maximum queue length for this movement are both based upon a random vehicular arrival pattern for the northbound through traffic stream. However, in reality, the arrival characteristics for the northbound through traffic stream at this intersection will be highly influenced by traffic signal operations at the Blue Oaks Boulevard/Lone Tree Boulevard intersection, located approximately 240 feet upstream. When the dense northbound platoons are dispersing from the signalized Blue Oaks Boulevard/Lone Tree Boulevard intersection, the southbound left-turn inbound movement at intersection #7 will likely experience higher delays and longer queue lengths. When the vehicles heading northbound on Lone Tree Boulevard are stopped/waiting during the red phase at the Blue Oaks Boulevard/Lone Tree Boulevard intersection, the southbound left-turn inbound movement at intersection #7 will likely witness larger gaps and therefore lesser delays and queuing. Based upon average hourly arrival conditions, level-of-service "C" conditions and 95-percentile queue length of two (2) vehicles were already projected. Assuming that actual worst-case queue lengths (during some portions of the peak hour) could be twice the projected 95-percentile queue lengths, a maximum queue length of up to four (4) vehicles is expected for the southbound left-turn movement at intersection #7. If at least one large truck can be expected to constitute this four-vehicle maximum queue, using a storage length of 75 feet per truck and 25 feet per passenger car, a total storage length of 150 feet is projected. **Therefore, a minimum storage length of 150 feet is recommended for the southbound left turn movement at intersection #7.**

The southbound left-turn movement at the Blue Oaks Boulevard/Lone Tree Boulevard intersection is projected to have a maximum queue length of 6 vehicles (or 150 feet). Therefore, the approximate 240 feet spacing between the Lone Tree Boulevard/Blue Oaks Boulevard intersection and intersection #7 is projected to provide sufficient queue storage capacity through "Existing plus Approved Projects plus Project" conditions. Also, the northbound left-turn movement at the Lone Tree Boulevard/Lone Tree Center (southernmost) Driveway/Grand Canyon Drive intersection is projected to have a maximum queue length of 12 vehicles (or 300 feet). The spacing between intersection #7 and Lone Tree Boulevard/Lone Tree Center (southernmost) Driveway/Grand Canyon Drive is over 800 feet. Therefore, it is projected that sufficient spacing on Lone Tree Boulevard is available to accommodate the northbound left-turn storage of at least 300 feet at the Grand Canyon Drive intersection, and southbound left-turn storage of at least 150 feet at intersection #7, along with appropriate tapers and transitions for the segment in between.

RECOMMENDED MITIGATION MEASURES

This section summarizes the recommended mitigation measures based upon the analysis and findings contained in this report.

EXISTING CONDITIONS

Since the Sunset West Development area within the immediate vicinity of the project site is currently mostly vacant, existing traffic volumes are low and existing traffic impacts are minimal. As such, this study does not quantify existing traffic conditions, but focuses on project impacts in the "short-term", when the "approved projects" within the project vicinity are built out.

No mitigation measures are recommended under Existing conditions.

EXISTING PLUS APPROVED PROJECTS CONDITIONS

The "*Existing plus Approved Projects plus Project traffic volumes with Blue Oaks Boulevard interchange*" indicated in the Traffic Impact Study for Sunset West Commercial (OMNI-MEANS, October 1997) continues to represent a reliable source of Existing plus Approved Projects traffic conditions within the immediate vicinity of Lot 19. It is noted that this scenario includes the southerly extension of Lone Tree Boulevard from the intersection with Blue Oaks Boulevard. Access to S.R.65 via both the new Blue Oaks Boulevard and Pleasant Grove Boulevard (Park Drive) interchanges is assumed under "Existing plus Approved Projects" conditions analyzed in this report.

With the "Existing plus Approved Projects" traffic volume conditions analyzed in this report, no mitigation measures above and beyond the "Existing plus Approved Projects plus Project Lane Geometrics and Control" indicated in the Traffic Impact Study for Sunset West Commercial (OMNI-MEANS, October 1997) are found necessary under "Existing plus Approved Projects" conditions.

EXISTING PLUS APPROVED PROJECTS PLUS PROJECT CONDITIONS

The project applicant has proposed multiple site plan alternative opportunities (or "scenarios") that differ slightly from each other in terms of the type, quantity and location of uses proposed within Lot 19. The trip generation analysis has indicated that these scenarios differ only very marginally in terms of total daily and peak hour trip generation. Of the four scenarios, a reasonable best case (Scenario A) and reasonable worst-case (Scenario D) were investigated in detail for assessment of traffic impacts. Almost identical driveway intersection operations are projected under Scenarios A and D. Driveway intersection operations under Scenarios B and C are expected to fall within the range of traffic operations assessed for Scenarios B and C. At intersection #6 (Blue Oaks Boulevard/Project Driveway signalized access), scenarios that include the Gas Station (Scenarios C and D) are projected to yield slightly worse V/C ratios than without the Gas Station (Scenarios A and B), because of slightly higher driveway trip generation with the Gas Station. ***Since the levels of service at all study intersections are projected to be identical (with very marginal differences in intersection delays and V/C ratios) under Scenario A through D, it is concluded that the proposed scenarios as such have identical levels of traffic impacts. The off-site traffic impacts caused by Lot 19 on all facilities in the vicinity (including intersections, roadways segments, freeway mainline segments, and ramps) are also expected to fall within the overall level of traffic impacts assessed under Sunset West General Development Plan build-out.***

Except for the following recommendations, no other mitigation measures are warranted under "Existing plus Approved Projects plus Project Conditions".

- It is recommended that southbound left-turn project access with at least 150 feet storage length be allowed from Lone Tree Boulevard at intersection #7 for the following reasons.

  - Overall site circulation, access flexibility and traffic operations are projected to be better if southbound left-turn project access from Lone Tree Boulevard were to be allowed.

  - At the Blue Oaks Boulevard/Lone Tree Boulevard intersection, the signalized V/C ratio will increase and the southbound left-turn queue lengths will increase substantially (from six vehicles to eleven vehicles) and degrade operations to LOS "D" if the southbound left-turn project access from Lone Tree Boulevard were not allowed. Furthermore, the propensity for a proportion of inbound vehicles (that would otherwise make a southbound left-turn movement from Lone Tree Boulevard) to make a U-turn at this intersection to obtain access to the project site will relatively degrade southbound left-turn capacity and operating conditions at this intersection.

- As part of on-site improvements, just north of the driveway throat at the Blue Oaks Boulevard/ Signalized full-access driveway intersection, providing stop-signage for vehicles originating from the north of the first parking aisle is recommended. This would eliminate the potential for the inbound vehicles from this full-access driveway to stop/wait for gaps before heading into the main parking lot, thereby eliminating the possibility of queue spillover on to Blue Oaks Boulevard.

No other mitigation measures are as such found needed. The average daily traffic based roadway traffic operations on Lone Tree Boulevard segment along the project frontage are projected to be acceptable through "Existing plus Approved Projects plus Project" conditions, if this roadway segment were to operate as a five-lane arterial.

Response to Caltrans Letter

Caltrans District 3, in their January 17, 2000 letter addressed to the City of Rocklin had called for an extensive traffic study for Lot 19 that would include an assessment of short-term as well as long-term impacts to the State freeway system, along with City facilities. A copy of this letter is attached in the Appendix. In the context of this request, it should be noted that Lot 19 was a part of the Sunset West General Development Plan for which an Environmental Impact Report (EIR) was completed and approved in 1995. The proposed development on Lot 19 is consistent with the original zoning ("RC" - Retail Commercial) for the same lot. The current proposal for Lot 19 is **not** a rezone request and does not in any way represent a significant deviation from what was originally planned and approved for this lot. Given that Lot 19 is proposed as a neighborhood commercial type of use, the traffic impacts are expected to be localized with minimal regional impacts. As already stated, the off-site traffic impacts caused by Lot 19 on all facilities in the vicinity (including intersections, roadways segments, freeway mainline segments, and ramps) are expected to fall within the overall level of traffic impacts assessed under Sunset West General Development Plan build-out.

Based upon the analysis presented in this report, approximately 36 PM peak hour trips originating from and departing to the north on S.R.65 and 36 PM peak hour trips originating from and departing to the south on S.R.65 would be produced/attracted by the proposed project (under Alternative A). This adds approximately 144 PM peak hour trips (or approximately 1,500 daily trips) to the ramps at the S.R.65/Blue Oaks Boulevard interchange. However, not all of these trips are "new" trips on the freeway mainline segments, because a majority of the trips attracted by the project from the freeway are only "pass-by" or "diverted-linked" trips. Furthermore, the signalized V/C ratio increase caused by the proposed project at the Blue Oaks Boulevard/S.R.65 Northbound Ramps intersection is projected to be only 0.044 and at the Blue Oaks Boulevard/S.R.65 Southbound Ramps/Washington Boulevard

intersection is projected to be only 0.029. These levels of increase caused by the proposed project are projected to have a "less than significant" impact on the State freeway system.

DEPARTMENT OF TRANSPORTATION
DISTRICT 3, SACRAMENTO AREA OFFICE – MS 41
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
TDD (530) 741-4509
FAX (916) 323-7669
Telephone (916) 323-3728

January 17, 2000

LPLA902
Sunset West Lot 19 Shopping Center
Conditional Use Permit U-2000-16
Negative Declaration
03-YOL-065 PM 8.146

Ms. Sherri Abbas
Community Development Department
City of Rocklin
1951 South River Road
West Sacramento, CA 95691

Dear Ms. Abbas,

Thank you for the opportunity to review and comment on the Sunset West Lot 19 Shopping Center Conditional Use Permit Negative Declaration. We have the following comments:

- This shopping center will generate approximately 940 vehicle trips during the evening (P.M.) peak hour of traffic. A Traffic Impact Study is needed to determine the project's impacts to the State Highway System. The study should include the Blue Oaks and Sunset interchanges on State Route (SR) 65 along with mainline SR 65 in the vicinity of the interchanges.

- The traffic study should consider the following scenarios:

  - Existing conditions
  - Existing with project conditions
  - Cumulative conditions
  - Cumulative with project conditions

- The traffic study should provide a Level of Service (LOS) analysis for freeways, ramps, and ramp terminal intersections. A merge/diverge analysis should be performed for freeway and ramp junctions. All analysis should be based on AM and PM peak hour volumes. The procedures contained in the 1994 Highway Capacity Manual should be used as a guide for the traffic study. The traffic study should address vehicle queue lengths at the ramp and local road intersections with and without the project.

- Mitigation measures should be identified where the project is found to have a significant impact. An impact is considered significant when the project causes the facility to deteriorate from its current LOS to either LOS "D", "E", or "F". If the LOS is already "F", then quantitative measures of increased queue lengths and delay should be used as to determine impact and to assess effectiveness of mitigation measures. Vehicle queue lengths that extend onto the freeway would also be considered significant. LOS E is the accepted standard for SR 65 in this vicinity. Mitigation measures to consider include any needed

improvements at the Blue Oaks interchange and the Sunset intersection, including development of a Sunset/SR 65 interchange.

- Future transportation systems assumed for cumulative conditions should only include those improvements which are included in the Placer County Transportation Planning Agency's most current Regional Transportation Plan.

- The effect of this project as well as the cumulative effect of development should not result in an increase in peak stormwater discharges to the State right-of-way and/or state drainage facilities. All stormwater discharges to State right-of-way and/or facilities must meet all Central Valley Regional Water Quality Control Board requirements.

- Please provide drainage or other improvement plans showing the storm drain system and the outfall which will convey stormwater from the project site to the ultimate stream or watercourse.

Please provide our office with copies of any further actions regarding this project. If you have any questions regarding these comments, please contact Ronald Hall, Local Development Review Coordinator, at (916)323-3728.

Sincerely,

JEFFREY PULVERMAN, Chief
Office of Regional Planning

c: Pierre Martinez, City of Rocklin

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects PM Peak Hour Conditions

Scenario Report

Scenario:	Existing + Approved Projects PM Pk Hr Conds.
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects PM Peak Hour Conditions

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Lonetree Blvd./Lonetree Center	C	xxxxx	0.745	C	xxxxx	0.745	+ 0.000 V/C
# 2 Lonetree Blvd./Blue Oaks Blvd.	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
# 3 Blue Oaks Blvd./S.R.65 NB Ramp	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000 V/C
# 4 Blue Oaks Blvd./Washington Blv	A	xxxxx	0.512	A	xxxxx	0.512	+ 0.000 V/C

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects PM Peak Hour Conditions

Level Of Service Computation Report
Circular 212 Operations Method (Base Volume Alternative)

Intersection #1 Lonetree Blvd./Lonetree Center Drwy./Grand Canyon Dr.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.745
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	291	1042	24	13	1094	5	5	5	291	14	5	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	1042	24	13	1094	5	5	5	291	14	5	7
User Adj:	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	259	1158	27	14	1216	6	6	6	323	16	6	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	1158	27	14	1216	6	6	6	323	16	6	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	259	1158	27	14	1216	6	6	6	323	16	6	8
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.99	0.01	1.00	0.02	0.98	0.53	0.20	0.27
Final Sat.:	1650	3225	75	1650	3284	16	1650	30	1620	880	330	440
Capacity Analysis Module:												
Vol/Sat:	0.16	0.36	0.36	0.01	0.37	0.37	0.00	0.20	0.20	0.02	0.02	0.02
Crit Moves:	****				****			****			****	

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects PM Peak Hour Conditions

Level Of Service Computation Report
Circular 212 Operations Method (Base Volume Alternative)

Intersection #2 Lonetree Blvd./Blue Oaks Blvd.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.730
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 0	1	0 2	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	236	122	29	109	229	1061	1126	691	242	13	442	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	122	29	109	229	1061	1126	691	242	13	442	109
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.00	0.90	0.90	0.00
PHF Volume:	262	136	32	121	254	0	1251	768	0	14	491	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	136	32	121	254	0	1251	768	0	14	491	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	0.00	1.10	1.00	0.00	1.00	1.00	0.00
Final Vol.:	288	136	32	121	254	0	1376	768	0	14	491	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.62	0.38	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3300	2671	629	1650	3300	1650	3300	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.05	0.07	0.08	0.00	0.42	0.23	0.00	0.01	0.15	0.00
Crit Moves:	****				****		****				****	

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects PM Peak Hour Conditions

Level Of Service Computation Report
Circular 212 Operations Method (Base Volume Alternative)

Intersection #3 Blue Oaks Blvd./S.R.65 NB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.752
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	36	0	1028	0	0	0	0	1031	473	564	1175	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	0	1028	0	0	0	0	1031	473	564	1175	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	40	0	0	0	0	0	0	1146	0	627	1306	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	0	0	0	0	0	1146	0	627	1306	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	40	0	0	0	0	0	0	1146	0	627	1306	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1650	0	1650	0	0	0	0	3300	1650	1650	3300	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.38	0.40	0.00
Crit Moves:	****							****		****		

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects PM Peak Hour Conditions

Level Of Service Computation Report
Circular 212 Operations Method (Base Volume Alternative)

Intersection #4 Blue Oaks Blvd./Washington Blvd./S.R.65 SB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.512
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	2	1	0	2	0	1	0	0
Volume Module:												
Base Vol:	18	0	279	514	151	62	0	711	18	117	365	729
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	0	279	514	151	62	0	711	18	117	365	729
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.00
PHF Volume:	20	0	0	571	168	0	0	790	20	130	406	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	0	571	168	0	0	790	20	130	406	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	0.00
Final Vol.:	20	0	0	571	168	0	0	790	20	143	406	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	1.00	2.00	1.00	0.00	3.90	0.10	2.00	2.00	1.00
Final Sat.:	1650	0	3300	1650	3300	1650	0	6437	163	3300	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.35	0.05	0.00	0.00	0.12	0.12	0.04	0.12	0.00
Crit Moves:		****		****				****		****		

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects + Project Landuse Alternative A0
PM Peak Hour Conditions

Scenario Report

Scenario:	Exstg + Apprvd Prjs.+ Project LU Alt.A0 PM Pk Hr Conds.
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Lonetree Blvd./Lonetree Center	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000 V/C
# 2 Lonetree Blvd./Blue Oaks Blvd.	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C
# 3 Blue Oaks Blvd./S.R.65 NB Ramp	C	xxxxx	0.796	C	xxxxx	0.796	+ 0.000 V/C
# 4 Blue Oaks Blvd./Washington Blv	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000 V/C
# 5 Blue Oaks Blvd./Drwy. #1 (East	B	10.8	0.000	B	10.8	0.000	+ 0.000 V/C
# 6 Blue Oaks Blvd./Drwy. #2 (West	A	xxxxx	0.417	A	xxxxx	0.417	+ 0.000 V/C
# 7 Lonetree Blvd./Drwy. #3 (South	C	20.8	0.000	C	20.8	0.000	+ 0.000 V/C
# 8 Lonetree Blvd./Drwy. #4 (North	C	16.3	0.000	C	16.3	0.000	+ 0.000 V/C

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PM Peak Hour Conditions

Level Of Service Computation Report
Circular 212 Operations Method (Base Volume Alternative)

Intersection #1 Lonetree Blvd./Lonetree Center Drwy./Grand Canyon Dr.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.766
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	122	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	291	1106	24	13	1158	5	5	5	291	14	5	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	1106	24	13	1158	5	5	5	291	14	5	7
User Adj:	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	259	1229	27	14	1287	6	6	6	323	16	6	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	1229	27	14	1287	6	6	6	323	16	6	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	259	1229	27	14	1287	6	6	6	323	16	6	8
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.99	0.01	1.00	0.02	0.98	0.53	0.20	0.27
Final Sat.:	1650	3229	71	1650	3285	15	1650	30	1620	880	330	440
Capacity Analysis Module:												
Vol/Sat:	0.16	0.38	0.38	0.01	0.39	0.39	0.00	0.20	0.20	0.02	0.02	0.02
Crit Moves:	****				****			****			****	

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PM Peak Hour Conditions

Level Of Service Computation Report
Circular 212 Operations Method (Base Volume Alternative)

Intersection #2 Lonetree Blvd./Blue Oaks Blvd.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.793
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	137	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 0	1	0 2	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	236	169	29	109	229	1014	1173	736	242	59	578	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	169	29	109	229	1014	1173	736	242	59	578	109
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.00	0.90	0.90	0.00
PHF Volume:	262	188	32	121	254	0	1303	818	0	66	642	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	188	32	121	254	0	1303	818	0	66	642	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	0.00	1.10	1.00	0.00	1.00	1.00	0.00
Final Vol.:	288	188	32	121	254	0	1434	818	0	66	642	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.71	0.29	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3300	2820	480	1650	3300	1650	3300	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.07	0.08	0.00	0.43	0.25	0.00	0.04	0.19	0.00
Crit Moves:	****				****		****				****	

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
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PM Peak Hour Conditions

Level Of Service Computation Report
Circular 212 Operations Method (Base Volume Alternative)

Intersection #3 Blue Oaks Blvd./S.R.65 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.796
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																			
Base Vol:	36	0	1064	0	0	0	0	1087	473	603	1229	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	0	1064	0	0	0	0	1087	473	603	1229	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	40	0	0	0	0	0	0	1208	0	670	1366	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	0	0	0	0	0	1208	0	670	1366	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	40	0	0	0	0	0	0	1208	0	670	1366	0
Saturation Flow Module:																			
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1650	0	1650	0	0	0	0	3300	1650	1650	3300	0
Capacity Analysis Module:																			
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.41	0.41	0.00
Crit Moves:	****							****			****	

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PM Peak Hour Conditions

Level Of Service Computation Report
Circular 212 Operations Method (Base Volume Alternative)

Intersection #4 Blue Oaks Blvd./Washington Blvd./S.R.65 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	2	1	0	2	0	1	0	0	3	1	0	2	0	2	0	1
Volume Module:																			
Base Vol:	18	0	289	550	151	62	0	721	18	126	374	765
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	0	289	550	151	62	0	721	18	126	374	765
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.00
PHF Volume:	20	0	0	611	168	0	0	801	20	140	416	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	0	611	168	0	0	801	20	140	416	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	0.00
Final Vol.:	20	0	0	611	168	0	0	801	20	154	416	0
Saturation Flow Module:																			
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	1.00	2.00	1.00	0.00	3.90	0.10	2.00	2.00	1.00
Final Sat.:	1650	0	3300	1650	3300	1650	0	6439	161	3300	3300	1650
Capacity Analysis Module:																			
Vol/Sat:	0.01	0.00	0.00	0.37	0.05	0.00	0.00	0.12	0.12	0.05	0.13	0.00
Crit Moves:		****		****				****			****	

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PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Blue Oaks Blvd./Drwy. #1 (East)

Average Delay (sec/veh): 10.8 Worst Case Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0	0 0	0 1	0	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	10	0	929	0	0	610	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	10	0	929	0	0	610	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	0	0	11	0	1032	0	0	678	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	11	0	1032	0	0	678	64
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	371	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	632	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	632	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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Level Of Service Computation Report
Circular 212 Operations Method (Base Volume Alternative)

Intersection #6 Blue Oaks Blvd./Drwy. #2 (West)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.417
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	147	0	217	92	782	0	0	529	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	147	0	217	92	782	0	0	529	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	163	0	241	102	869	0	0	588	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	163	0	241	102	869	0	0	588	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	163	0	241	102	869	0	0	588	101
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	0	0	0	1650	0	1650	1650	3300	0	0	2816	484
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.15	0.06	0.26	0.00	0.00	0.21	0.21
Crit Moves:						****	****				****	

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Lonetree Blvd./Drwy. #3 (South)

Average Delay (sec/veh): 20.8 Worst Case Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1	0	1 0 2	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0 1332		119	111 1352		0	0	0	0	0	0	92
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 1332		119	111 1352		0	0	0	0	0	0	92
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90 0.90		0.90	0.90 0.90		0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0 1480		132	123 1502		0	0	0	0	0	0	102
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Final Vol.:	0 1480		132	123 1502		0	0	0	0	0	0	102
Critical Gap Module:												
Critical Gp:	xxxxx xxxx		xxxxx	4.1 xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx xxxx		xxxxx	2.2 xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx		xxxxx	1612 xxxx		xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	806
Potent Cap.:	xxxx xxxx		xxxxx	410 xxxx		xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	329
Move Cap.:	xxxx xxxx		xxxxx	410 xxxx		xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	329
Level Of Service Module:												
Stopped Del:	xxxxx xxxx		xxxxx	17.5 xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	20.8
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	C
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			20.8		
ApproachLOS:	*			*			*			C		

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 Lonetree Blvd./Drwy. #4 (North)

Average Delay (sec/veh): 16.3 Worst Case Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1	0	0 0 2	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0 1404		20	0 1463		0	0	0	0	0	0	17
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 1404		20	0 1463		0	0	0	0	0	0	17
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90 0.90		0.90	0.90 0.90		0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0 1560		22	0 1626		0	0	0	0	0	0	19
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Final Vol.:	0 1560		22	0 1626		0	0	0	0	0	0	19
Critical Gap Module:												
Critical Gp:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	791
Potent Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	337
Move Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	337
Level Of Service Module:												
Stopped Del:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.3
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	C
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.3		
ApproachLOS:	*			*			*			C		

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects + Project Landuse Alternative D
PM Peak Hour Conditions

Scenario Report

Scenario:	Exstg + Apprvd Prjs.+ Project LU Alt.B PM Pk Hr Conds.
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Lonetree Blvd./Lonetree Center	C	xxxxx	0.767	C	xxxxx	0.767	+ 0.000 V/C
# 2 Lonetree Blvd./Blue Oaks Blvd.	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
# 3 Blue Oaks Blvd./S.R.65 NB Ramp	C	xxxxx	0.795	C	xxxxx	0.795	+ 0.000 V/C
# 4 Blue Oaks Blvd./Washington Blv	A	xxxxx	0.542	A	xxxxx	0.542	+ 0.000 V/C
# 5 Blue Oaks Blvd./Drwy. #1 (East	B	10.8	0.000	B	10.8	0.000	+ 0.000 V/C
# 6 Blue Oaks Blvd./Drwy. #2 (West	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
# 7 Lonetree Blvd./Drwy. #3 (South	C	18.2	0.000	C	18.2	0.000	+ 0.000 V/C
# 8 Lonetree Blvd./Drwy. #4 (North	C	18.3	0.000	C	18.3	0.000	+ 0.000 V/C

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PM Peak Hour Conditions

Level Of Service Computation Report
Circular 212 Operations Method (Base Volume Alternative)

Intersection #1 Lonetree Blvd./Lonetree Center Drwy./Grand Canyon Dr.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.767
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	122	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	291	1105	24	13	1161	5	5	5	291	14	5	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	1105	24	13	1161	5	5	5	291	14	5	7
User Adj:	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	259	1228	27	14	1290	6	6	6	323	16	6	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	1228	27	14	1290	6	6	6	323	16	6	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	259	1228	27	14	1290	6	6	6	323	16	6	8
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.99	0.01	1.00	0.02	0.98	0.53	0.20	0.27
Final Sat.:	1650	3229	71	1650	3285	15	1650	30	1620	880	330	440
Capacity Analysis Module:												
Vol/Sat:	0.16	0.38	0.38	0.01	0.39	0.39	0.00	0.20	0.20	0.02	0.02	0.02
Crit Moves:	****				****			****			****	

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PM Peak Hour Conditions

Level Of Service Computation Report
Circular 212 Operations Method (Base Volume Alternative)

Intersection #2 Lonetree Blvd./Blue Oaks Blvd.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.797
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	140	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 0	1	0 2	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	236	163	34	109	229	1008	1173	737	242	59	588	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	163	34	109	229	1008	1173	737	242	59	588	109
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.00	0.90	0.90	0.00
PHF Volume:	262	181	38	121	254	0	1303	819	0	66	653	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	181	38	121	254	0	1303	819	0	66	653	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	0.00	1.10	1.00	0.00	1.00	1.00	0.00
Final Vol.:	288	181	38	121	254	0	1434	819	0	66	653	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.65	0.35	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3300	2727	573	1650	3300	1650	3300	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.07	0.08	0.00	0.43	0.25	0.00	0.04	0.20	0.00
Crit Moves:	****				****		****				****	

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PM Peak Hour Conditions

Level Of Service Computation Report
Circular 212 Operations Method (Base Volume Alternative)

Intersection #3 Blue Oaks Blvd./S.R.65 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.795
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	36	0	1066	0	0	0	0	1086	473	601	1231	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	0	1066	0	0	0	0	1086	473	601	1231	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	40	0	0	0	0	0	0	1207	0	668	1368	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	0	0	0	0	0	1207	0	668	1368	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	40	0	0	0	0	0	0	1207	0	668	1368	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1650	0	1650	0	0	0	0	3300	1650	1650	3300	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.40	0.41	0.00
Crit Moves:	****							****			****	

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PM Peak Hour Conditions

Level Of Service Computation Report
Circular 212 Operations Method (Base Volume Alternative)

Intersection #4 Blue Oaks Blvd./Washington Blvd./S.R.65 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Protected			Protected			Protected				Protected			
Rights:	Ignore			Ignore			Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Lanes:	1	0	0	0	2	1	0	2	0	1	0	0	3	1	0	2	0	2	0	1
Volume Module:														
Base Vol:	18	0	287	552	151	62	0	720	18		126	375	766	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	0	287	552	151	62	0	720	18		126	375	766	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.00	0.90	0.90	0.90		0.90	0.90	0.00	
PHF Volume:	20	0	0	613	168	0	0	800	20		140	417	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	20	0	0	613	168	0	0	800	20		140	417	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00		1.10	1.00	0.00	
Final Vol.:	20	0	0	613	168	0	0	800	20		154	417	0	
Saturation Flow Module:														
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650		1650	1650	1650	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	2.00	1.00	2.00	1.00	0.00	3.90	0.10		2.00	2.00	1.00	
Final Sat.:	1650	0	3300	1650	3300	1650	0	6439	161		3300	3300	1650	
Capacity Analysis Module:														
Vol/Sat:	0.01	0.00	0.00	0.37	0.05	0.00	0.00	0.12	0.12		0.05	0.13	0.00	
Crit Moves:		****		****				****			****			

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PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Blue Oaks Blvd./Drwy. #1 (East)

Average Delay (sec/veh): 10.8 Worst Case Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	0	0 1	0	0	2	0 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		0	0	6		0	932	0		0	599	69	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	6		0	932	0		0	599	69	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	0	0		0	0	7		0	1036	0		0	666	77	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		0	0	7		0	1036	0		0	666	77	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	371		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	632		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	632		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	10.8		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	B		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				10.8				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

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Level Of Service Computation Report
Circular 212 Operations Method (Base Volume Alternative)

Intersection #6 Blue Oaks Blvd./Drwy. #2 (West)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	1	0	0	0 1	1	0	2	0 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		156	0	240		104	776	0		0	516	89	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		156	0	240		104	776	0		0	516	89	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	0	0		173	0	267		116	862	0		0	573	99	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		173	0	267		116	862	0		0	573	99	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		173	0	267		116	862	0		0	573	99	
Saturation Flow Module:																
Sat/Lane:	1650	1650	1650		1650	1650	1650		1650	1650	1650		1650	1650	1650	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	2.00		0.00	0.00	1.71	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	2.00		0.00	0.00	1.71	
Final Sat.:	0	0	0		1650	0	1650		1650	3300	0		0	2814	486	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.10	0.00	0.16		0.07	0.26	0.00		0.00	0.20	0.20	
Crit Moves:							****		****					****		

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Lonetree Blvd./Drwy. #3 (South)

Average Delay (sec/veh): 18.2 Worst Case Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	1	0		1	0	2	0	0		0	0	0	0	0		0	0	0	0	1	
Volume Module:																								
Base Vol:	0	1364		81			120	1346		0			0		0		0		0		0		53	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	1364		81			120	1346		0			0		0		0		0		0		53	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.90	0.90		0.90			0.90	0.90		0.90			0.90		0.90		0.90		0.90		0.90		0.90	
PHF Volume:	0	1516		90			133	1496		0			0		0		0		0		0		59	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Final Vol.:	0	1516		90			133	1496		0			0		0		0		0		0		59	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx					6.9						
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx					3.3						
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				1606	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx			803						
Potent Cap.:	xxxx	xxxx	xxxxx				413	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx			331						
Move Cap.:	xxxx	xxxx	xxxxx				413	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx			331						
Level Of Service Module:																								
Stopped Del:	xxxxx	xxxx	xxxxx				17.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx					18.2						
LOS by Move:	*	*	*				C	*	*	*	*	*	*	*					C						
Movement:	LT - LTR - RT						LT - LTR - RT						LT - LTR - RT						LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx			xxxxx						
Shrd StpDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx			xxxxx						
Shared LOS:	*	*	*				*	*	*		*	*	*		*	*			*						
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						18.2					
ApproachLOS:	*						*						*						C					

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects + Project Landuse Alternative D
PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 Lonetree Blvd./Drwy. #4 (North)

Average Delay (sec/veh): 18.3 Worst Case Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	1	0		0	0	2	0	0		0	0	0	0	0		0	0	0	0	1	
Volume Module:																								
Base Vol:	0	1359		58			0	1466		0			0		0		0		0		0		61	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	1359		58			0	1466		0			0		0		0		0		0		61	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.90	0.90		0.90			0.90	0.90		0.90			0.90		0.90		0.90		0.90		0.90		0.90	
PHF Volume:	0	1510		64			0	1629		0			0		0		0		0		0		68	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Final Vol.:	0	1510		64			0	1629		0			0		0		0		0		0		68	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx					6.9						
FollowUpTim:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx					3.3						
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx			787						
Potent Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx			339						
Move Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx			339						
Level Of Service Module:																								
Stopped Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx					18.3						
LOS by Move:	*	*	*				*	*	*	*	*	*	*	*					C						
Movement:	LT - LTR - RT						LT - LTR - RT						LT - LTR - RT						LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx			xxxxx						
Shrd StpDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx			xxxxx						
Shared LOS:	*	*	*				*	*	*		*	*	*		*	*			*						
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						18.3					
ApproachLOS:	*						*						*						C					

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects PM Peak Hour Conditions

Scenario Report

Scenario:	Existing + Approved Projects PM Pk Hr Conds.
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects PM Peak Hour Conditions

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Lonetree Blvd./Lonetree Center	C	30.3	0.836	C	30.3	0.836	+ 0.000 D/V
# 2 Lonetree Blvd./Blue Oaks Blvd.	C	30.3	0.760	C	30.3	0.760	+ 0.000 D/V
# 3 Blue Oaks Blvd./S.R.65 NB Ramp	B	18.3	0.781	B	18.3	0.781	+ 0.000 D/V
# 4 Blue Oaks Blvd./Washington Blv	C	28.1	0.561	C	28.1	0.561	+ 0.000 D/V

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Lonetree Blvd./Lonetree Center Drwy./Grand Canyon Dr.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.836
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	30.3
Optimal Cycle:	95	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	291	1042	24	13	1094	5	5	5	291	14	5	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	1042	24	13	1094	5	5	5	291	14	5	7
User Adj:	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	259	1158	27	14	1216	6	6	6	323	16	6	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	1158	27	14	1216	6	6	6	323	16	6	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	259	1158	27	14	1216	6	6	6	323	16	6	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.85	0.85	0.94	0.94	0.94
Lanes:	1.00	1.95	0.05	1.00	1.99	0.01	1.00	0.02	0.98	0.53	0.20	0.27
Final Sat.:	1805	3517	82	1805	3589	18	1805	30	1591	951	357	476
Capacity Analysis Module:												
Vol/Sat:	0.14	0.33	0.33	0.01	0.34	0.34	0.00	0.20	0.20	0.02	0.02	0.02
Crit Moves:	****				****			****			****	
Green/Cycle:	0.17	0.56	0.56	0.01	0.41	0.41	0.24	0.24	0.24	0.02	0.02	0.02
Volume/Cap:	0.84	0.58	0.58	0.58	0.84	0.84	0.01	0.84	0.84	0.84	0.84	0.84
Delay/Veh:	57.7	14.6	14.6	81.0	31.1	31.1	28.8	50.3	50.3	135.5	135	135.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	14.6	14.6	81.0	31.1	31.1	28.8	50.3	50.3	135.5	135	135.5
DesignQueue:	12	31	1	1	44	0	0	0	14	1	0	0

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Lonetree Blvd./Blue Oaks Blvd.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.760
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	30.3
Optimal Cycle:	79	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 0	1	0 2	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	236	122	29	109	229	1061	1126	691	242	13	442	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	122	29	109	229	1061	1126	691	242	13	442	109
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.00	0.90	0.90	0.00
PHF Volume:	262	136	32	121	254	0	1251	768	0	14	491	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	136	32	121	254	0	1251	768	0	14	491	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	262	136	32	121	254	0	1251	768	0	14	491	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	1.00	0.92	0.95	1.00	0.95	0.95	1.00
Lanes:	2.00	1.62	0.38	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	2841	668	1805	3610	1900	3502	3610	1900	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.05	0.07	0.07	0.00	0.36	0.21	0.00	0.01	0.14	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.08	0.08	0.11	0.09	0.00	0.47	0.63	0.00	0.02	0.18	0.00
Volume/Cap:	0.76	0.60	0.60	0.60	0.76	0.00	0.76	0.34	0.00	0.34	0.76	0.00
Delay/Veh:	53.4	48.1	48.1	47.3	54.1	0.0	24.0	9.0	0.0	53.0	44.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	48.1	48.1	47.3	54.1	0.0	24.0	9.0	0.0	53.0	44.3	0.0
DesignQueue:	13	7	2	6	13	0	40	17	0	1	23	0

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Blue Oaks Blvd./S.R.65 NB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):		0.781
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):		18.3
Optimal Cycle:	73	Level Of Service:		B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	36	0	1028	0	0	0	0	1031	473	564	1175	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	0	1028	0	0	0	0	1031	473	564	1175	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	40	0	0	0	0	0	0	1146	0	627	1306	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	0	0	0	0	0	1146	0	627	1306	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	40	0	0	0	0	0	0	1146	0	627	1306	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1900	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.35	0.36	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.44	0.85	0.00
Volume/Cap:	0.78	0.00	0.00	0.00	0.00	0.00	0.00	0.78	0.00	0.78	0.42	0.00
Delay/Veh:	101.4	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	28.6	1.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.4	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	28.6	1.8	0.0
DesignQueue:	2	0	0	0	0	0	0	41	0	21	12	0

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Blue Oaks Blvd./Washington Blvd./S.R.65 SB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):		0.561
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):		28.1
Optimal Cycle:	54	Level Of Service:		C

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	T	R	L	T	R	L	T	R				L	T	R			
Control:	Protected			Protected			Protected						Protected					
Rights:	Ignore			Ignore			Include						Ignore					
Min. Green:	0	0	0	0	0	0	0	0	0				0	0	0			
Lanes:	1 0	0	0 2	0	1	0 0	0	3	1 0				2	0	2 0	1		
Volume Module:																		
Base Vol:	18	0	279	514	151	62	0	711	18	117	365	729						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	18	0	279	514	151	62	0	711	18	117	365	729						
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00						
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.00						
PHF Volume:	20	0	0	571	168	0	0	790	20	130	406	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	20	0	0	571	168	0	0	790	20	130	406	0						
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00						
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00						
Final Vol.:	20	0	0	571	168	0	0	790	20	130	406	0						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.95	1.00	0.88	0.95	0.95	1.00	1.00	0.91	0.91	0.92	0.95	1.00						
Lanes:	1.00	0.00	2.00	1.00	2.00	1.00	0.00	3.90	0.10	2.00	2.00	1.00						
Final Sat.:	1805	0	3344	1805	3610	1900	0	6718	170	3502	3610	1900						
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.00	0.00	0.32	0.05	0.00	0.00	0.12	0.12	0.04	0.11	0.00						
Crit Moves:		****		****						****								
Green/Cycle:	0.11	0.00	0.00	0.56	0.46	0.00	0.00	0.21	0.21	0.07	0.28	0.00						
Volume/Cap:	0.10	0.00	0.00	0.56	0.10	0.00	0.00	0.56	0.56	0.56	0.41	0.00						
Delay/Veh:	40.4	0.0	0.0	14.6	15.6	0.0	0.0	35.9	35.9	48.4	29.8	0.0						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	40.4	0.0	0.0	14.6	15.6	0.0	0.0	35.9	35.9	48.4	29.8	0.0						
DesignQueue:	1	0	0	15	5	0	0	36	1	7	17	0						

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects + Project Landuse Alternative A0
PM Peak Hour Conditions

Scenario Report

Scenario:	Exstg + Apprvd Prjs.+ Project LU Alt.A0 PM Pk Hr Conds.
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects + Project Landuse Alternative A0
PM Peak Hour Conditions

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Lonetree Blvd./Lonetree Center	C	31.0	0.859	C	31.0	0.859	+ 0.000 D/V
# 2 Lonetree Blvd./Blue Oaks Blvd.	C	34.9	0.828	C	34.9	0.828	+ 0.000 D/V
# 3 Blue Oaks Blvd./S.R.65 NB Ramp	B	19.9	0.827	B	19.9	0.827	+ 0.000 D/V
# 4 Blue Oaks Blvd./Washington Blv	C	28.6	0.592	C	28.6	0.592	+ 0.000 D/V
# 5 Blue Oaks Blvd./Drwy. #1 (East	B	10.8	0.000	B	10.8	0.000	+ 0.000 V/C
# 6 Blue Oaks Blvd./Drwy. #2 (West	B	19.7	0.456	B	19.7	0.456	+ 0.000 D/V
# 7 Lonetree Blvd./Drwy. #3 (South	C	20.8	0.000	C	20.8	0.000	+ 0.000 V/C
# 8 Lonetree Blvd./Drwy. #4 (North	C	16.3	0.000	C	16.3	0.000	+ 0.000 V/C

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects + Project Landuse Alternative A0
PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Lonetree Blvd./Lonetree Center Drwy./Grand Canyon Dr.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.859
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.0
Optimal Cycle: 102 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	0	0	1!	0	0
Volume Module:												
Base Vol:	291	1106	24	13	1158	5	5	5	291	14	5	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	1106	24	13	1158	5	5	5	291	14	5	7
User Adj:	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	259	1229	27	14	1287	6	6	6	323	16	6	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	1229	27	14	1287	6	6	6	323	16	6	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	259	1229	27	14	1287	6	6	6	323	16	6	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.85	0.85	0.94	0.94	0.94
Lanes:	1.00	1.96	0.04	1.00	1.99	0.01	1.00	0.02	0.98	0.53	0.20	0.27
Final Sat.:	1805	3522	77	1805	3590	17	1805	30	1591	951	357	476
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.01	0.36	0.36	0.00	0.20	0.20	0.02	0.02	0.02
Crit Moves:	****				****			****			****	
Green/Cycle:	0.17	0.57	0.57	0.01	0.42	0.42	0.24	0.24	0.24	0.02	0.02	0.02
Volume/Cap:	0.86	0.61	0.61	0.61	0.86	0.86	0.01	0.86	0.86	0.86	0.86	0.86
Delay/Veh:	61.7	14.6	14.6	88.9	31.7	31.7	29.3	54.0	54.0	145.5	145	145.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.7	14.6	14.6	88.9	31.7	31.7	29.3	54.0	54.0	145.5	145	145.5
DesignQueue:	12	32	1	1	46	0	0	0	14	1	0	0

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects + Project Landuse Alternative A0
PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Lonetree Blvd./Blue Oaks Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.828
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.9
Optimal Cycle: 93 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	0	1	0	2	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	236	169	29	109	229	1014	1173	736	242	59	578	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	169	29	109	229	1014	1173	736	242	59	578	109
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.00	0.90	0.90	0.00
PHF Volume:	262	188	32	121	254	0	1303	818	0	66	642	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	188	32	121	254	0	1303	818	0	66	642	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	262	188	32	121	254	0	1303	818	0	66	642	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	1.00	0.92	0.95	1.00	0.95	0.95	1.00
Lanes:	2.00	1.71	0.29	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3017	514	1805	3610	1900	3502	3610	1900	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.07	0.07	0.00	0.37	0.23	0.00	0.04	0.18	0.00
Crit Moves:	****				****			****			****	
Green/Cycle:	0.09	0.08	0.08	0.09	0.09	0.00	0.45	0.57	0.00	0.09	0.21	0.00
Volume/Cap:	0.83	0.74	0.74	0.74	0.83	0.00	0.83	0.40	0.00	0.40	0.83	0.00
Delay/Veh:	61.0	54.0	54.0	60.3	61.8	0.0	27.9	12.0	0.0	44.3	44.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	54.0	54.0	60.3	61.8	0.0	27.9	12.0	0.0	44.3	44.8	0.0
DesignQueue:	13	10	2	6	13	0	44	21	0	3	29	0

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects + Project Landuse Alternative A0
PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Blue Oaks Blvd./S.R.65 NB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.827
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	19.9
Optimal Cycle:	84	Level Of Service:	B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Ignore						Include						Ignore						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	2	0	1		1	0	2	0	0	
Volume Module:																								
Base Vol:	36	0	1064				0	0	0				0	1087	473				603	1229	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	36	0	1064				0	0	0				0	1087	473				603	1229	0			
User Adj:	1.00	1.00	0.00				1.00	1.00	1.00				1.00	1.00	0.00				1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.00				0.90	0.90	0.90				0.90	0.90	0.00				0.90	0.90	0.90			
PHF Volume:	40	0	0				0	0	0				0	1208	0				670	1366	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	40	0	0				0	0	0				0	1208	0				670	1366	0			
PCE Adj:	1.00	1.00	0.00				1.00	1.00	1.00				1.00	1.00	0.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	0.00				1.00	1.00	1.00				1.00	1.00	0.00				1.00	1.00	1.00			
Final Vol.:	40	0	0				0	0	0				0	1208	0				670	1366	0			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	1.00	1.00				1.00	1.00	1.00				1.00	0.95	1.00				0.95	0.95	1.00			
Lanes:	1.00	0.00	1.00				0.00	0.00	0.00				0.00	2.00	1.00				1.00	2.00	0.00			
Final Sat.:	1805	0	1900				0	0	0				0	3610	1900				1805	3610	0			
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.00	0.00				0.00	0.00	0.00				0.00	0.33	0.00				0.37	0.38	0.00			
Crit Moves:	****													****					****					
Green/Cycle:	0.03	0.00	0.00				0.00	0.00	0.00				0.00	0.40	0.00				0.45	0.85	0.00			
Volume/Cap:	0.83	0.00	0.00				0.00	0.00	0.00				0.00	0.83	0.00				0.83	0.44	0.00			
Delay/Veh:	117.0	0.0	0.0				0.0	0.0	0.0				0.0	30.7	0.0				31.2	1.8	0.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	117.0	0.0	0.0				0.0	0.0	0.0				0.0	30.7	0.0				31.2	1.8	0.0			
DesignQueue:	2	0	0				0	0	0				0	44	0				23	12	0			

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects + Project Landuse Alternative A0
PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Blue Oaks Blvd./Washington Blvd./S.R.65 SB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.592
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	28.6
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Ignore						Ignore						Include						Ignore					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	0	0	2		1	0	2	0	1		0	0	3	1	0		2	0	2	0	1	
Volume Module:																								
Base Vol:	18	0	289				550	151	62				0	721	18				126	374	765			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	18	0	289				550	151	62				0	721	18				126	374	765			
User Adj:	1.00	1.00	0.00				1.00	1.00	0.00				1.00	1.00	1.00				1.00	1.00	0.00			
PHF Adj:	0.90	0.90	0.00				0.90	0.90	0.00				0.90	0.90	0.90				0.90	0.90	0.00			
PHF Volume:	20	0	0				611	168	0				0	801	20				140	416	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	20	0	0				611	168	0				0	801	20				140	416	0			
PCE Adj:	1.00	1.00	0.00				1.00	1.00	0.00				1.00	1.00	1.00				1.00	1.00	0.00			
MLF Adj:	1.00	1.00	0.00				1.00	1.00	0.00				1.00	1.00	1.00				1.00	1.00	0.00			
Final Vol.:	20	0	0				611	168	0				0	801	20				140	416	0			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	1.00	0.88				0.95	0.95	1.00				1.00	0.91	0.91				0.92	0.95	1.00			
Lanes:	1.00	0.00	2.00				1.00	2.00	1.00				0.00	3.90	0.10				2.00	2.00	1.00			
Final Sat.:	1805	0	3344				1805	3610	1900				0	6721	168				3502	3610	1900			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.00	0.00				0.34	0.05	0.00				0.00	0.12	0.12				0.04	0.12	0.00			
Crit Moves:		****					****							****					****					
Green/Cycle:	0.11	0.00	0.00				0.57	0.46	0.00				0.00	0.20	0.20				0.07	0.27	0.00			
Volume/Cap:	0.10	0.00	0.00				0.59	0.10	0.00				0.00	0.59	0.59				0.59	0.43	0.00			
Delay/Veh:	40.3	0.0	0.0				14.8	15.2	0.0				0.0	36.9	36.9				49.3	30.5	0.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	40.3	0.0	0.0				14.8	15.2	0.0				0.0	36.9	36.9				49.3	30.5	0.0			
DesignQueue:	1	0	0				16	5	0				0	37	1				7	17	0			

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
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PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Blue Oaks Blvd./Drwy. #1 (East)

Average Delay (sec/veh): 10.8 Worst Case Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	0	1	0 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	10	0	929	0	0	610	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	10	0	929	0	0	610	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	0	0	11	0	1032	0	0	678	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	11	0	1032	0	0	678	64
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	371	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	632	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	632	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Blue Oaks Blvd./Drwy. #2 (West)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.456
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	0	0 1	1	0 2	0 0	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	147	0	217	92	782	0	0	529	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	147	0	217	92	782	0	0	529	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	163	0	241	102	869	0	0	588	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	163	0	241	102	869	0	0	588	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	163	0	241	102	869	0	0	588	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.95	1.00	1.00	0.93	0.93
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	0	0	0	1805	0	1615	1805	3610	0	0	3013	518
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.15	0.06	0.24	0.00	0.00	0.20	0.20
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.12	0.55	0.00	0.00	0.43	0.43
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.46	0.46	0.44	0.00	0.00	0.46	0.46
Delay/Veh:	0.0	0.0	0.0	25.1	0.0	27.2	42.1	13.3	0.0	0.0	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.1	0.0	27.2	42.1	13.3	0.0	0.0	20.5	20.5
DesignQueue:	0	0	0	6	0	9	5	23	0	0	20	3

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PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Lonetree Blvd./Drwy. #3 (South)

Average Delay (sec/veh): 20.8 Worst Case Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	1332		119	111	1352		0	0	0		0	0	0		92
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	1332		119	111	1352		0	0	0		0	0	0		92
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90
PHF Volume:	0	1480		132	123	1502		0	0	0		0	0	0		102
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	1480		132	123	1502		0	0	0		0	0	0		102
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		6.9
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	1612	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		806
Potent Cap.:	xxxx	xxxx		xxxxx	410	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		329
Move Cap.:	xxxx	xxxx		xxxxx	410	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		329
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx		xxxxx	17.5	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		20.8
LOS by Move:	*	*		*	C	*		*	*	*		*	*	*		C
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
Shrd StpDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	*		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				20.8			
ApproachLOS:	*				*				*				C			

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PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 Lonetree Blvd./Drwy. #4 (North)

Average Delay (sec/veh): 16.3 Worst Case Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	0	0	2	0 0	0	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	1404		20	0	1463		0	0	0		0	0	0		17
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	1404		20	0	1463		0	0	0		0	0	0		17
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90
PHF Volume:	0	1560		22	0	1626		0	0	0		0	0	0		19
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	1560		22	0	1626		0	0	0		0	0	0		19
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		6.9
FollowUpTim:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		791
Potent Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		337
Move Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		337
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		16.3
LOS by Move:	*	*		*	*	*		*	*	*		*	*	*		C
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
Shrd StpDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	*		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				16.3			
ApproachLOS:	*				*				*				C			

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PM Peak Hour Conditions

Scenario Report

Scenario:	Exstg + Apprvd Prjs.+ Project LU Alt.B PM Pk Hr Conds.
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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PM Peak Hour Conditions

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Lonetree Blvd./Lonetree Center	C	31.1	0.860	C	31.1	0.860	+ 0.000 D/V
# 2 Lonetree Blvd./Blue Oaks Blvd.	D	35.1	0.831	D	35.1	0.831	+ 0.000 D/V
# 3 Blue Oaks Blvd./S.R.65 NB Ramp	B	19.8	0.826	B	19.8	0.826	+ 0.000 D/V
# 4 Blue Oaks Blvd./Washington Blv	C	28.7	0.594	C	28.7	0.594	+ 0.000 D/V
# 5 Blue Oaks Blvd./Drwy. #1 (East	B	10.8	0.000	B	10.8	0.000	+ 0.000 V/C
# 6 Blue Oaks Blvd./Drwy. #2 (West	C	20.8	0.477	C	20.8	0.477	+ 0.000 D/V
# 7 Lonetree Blvd./Drwy. #3 (South	C	18.2	0.000	C	18.2	0.000	+ 0.000 V/C
# 8 Lonetree Blvd./Drwy. #4 (North	C	18.3	0.000	C	18.3	0.000	+ 0.000 V/C

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PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Lonetree Blvd./Lonetree Center Drwy./Grand Canyon Dr.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.860
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	31.1
Optimal Cycle:	102	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	0	0 1!	0 0
Volume Module:												
Base Vol:	291	1105	24	13	1161	5	5	5	291	14	5	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	1105	24	13	1161	5	5	5	291	14	5	7
User Adj:	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	259	1228	27	14	1290	6	6	6	323	16	6	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	1228	27	14	1290	6	6	6	323	16	6	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	259	1228	27	14	1290	6	6	6	323	16	6	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.85	0.85	0.94	0.94	0.94
Lanes:	1.00	1.96	0.04	1.00	1.99	0.01	1.00	0.02	0.98	0.53	0.20	0.27
Final Sat.:	1805	3522	77	1805	3590	17	1805	30	1591	951	357	476
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.01	0.36	0.36	0.00	0.20	0.20	0.02	0.02	0.02
Crit Moves:	****				****			****			****	
Green/Cycle:	0.17	0.57	0.57	0.01	0.42	0.42	0.24	0.24	0.24	0.02	0.02	0.02
Volume/Cap:	0.86	0.61	0.61	0.61	0.86	0.86	0.01	0.86	0.86	0.86	0.86	0.86
Delay/Veh:	61.9	14.6	14.6	88.7	31.7	31.7	29.3	54.2	54.2	145.9	146	145.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	14.6	14.6	88.7	31.7	31.7	29.3	54.2	54.2	145.9	146	145.9
DesignQueue:	12	32	1	1	46	0	0	0	14	1	0	0

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Lonetree Blvd./Blue Oaks Blvd.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.831
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	35.1
Optimal Cycle:	94	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 0	1	0 2	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	236	163	34	109	229	1008	1173	737	242	59	588	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	163	34	109	229	1008	1173	737	242	59	588	109
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.00	0.90	0.90	0.00
PHF Volume:	262	181	38	121	254	0	1303	819	0	66	653	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	181	38	121	254	0	1303	819	0	66	653	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	262	181	38	121	254	0	1303	819	0	66	653	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	1.00	0.92	0.95	1.00	0.95	0.95	1.00
Lanes:	2.00	1.65	0.35	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	2906	610	1805	3610	1900	3502	3610	1900	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.07	0.07	0.00	0.37	0.23	0.00	0.04	0.18	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.08	0.08	0.09	0.08	0.00	0.45	0.57	0.00	0.09	0.22	0.00
Volume/Cap:	0.83	0.74	0.74	0.74	0.83	0.00	0.83	0.40	0.00	0.40	0.83	0.00
Delay/Veh:	61.6	54.3	54.3	60.8	62.3	0.0	28.2	11.9	0.0	44.3	44.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	54.3	54.3	60.8	62.3	0.0	28.2	11.9	0.0	44.3	44.9	0.0
DesignQueue:	13	9	2	6	13	0	44	21	0	3	30	0

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PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Blue Oaks Blvd./S.R.65 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.826
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: 83 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	36	0	1066	0	0	0	0	1086	473	601	1231	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	0	1066	0	0	0	0	1086	473	601	1231	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	40	0	0	0	0	0	0	1207	0	668	1368	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	0	0	0	0	0	1207	0	668	1368	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	40	0	0	0	0	0	0	1207	0	668	1368	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1900	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.37	0.38	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.45	0.85	0.00
Volume/Cap:	0.83	0.00	0.00	0.00	0.00	0.00	0.00	0.83	0.00	0.83	0.44	0.00
Delay/Veh:	116.4	0.0	0.0	0.0	0.0	0.0	0.0	30.6	0.0	31.1	1.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.4	0.0	0.0	0.0	0.0	0.0	0.0	30.6	0.0	31.1	1.8	0.0
DesignQueue:	2	0	0	0	0	0	0	44	0	23	12	0

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Blue Oaks Blvd./Washington Blvd./S.R.65 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 28.7
Optimal Cycle: 57 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 0 2			1 0 2 0 1			0 0 3 1 0			2 0 2 0 1		
Volume Module:												
Base Vol:	18	0	287	552	151	62	0	720	18	126	375	766
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	0	287	552	151	62	0	720	18	126	375	766
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.00
PHF Volume:	20	0	0	613	168	0	0	800	20	140	417	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	0	613	168	0	0	800	20	140	417	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	20	0	0	613	168	0	0	800	20	140	417	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.88	0.95	0.95	1.00	1.00	0.91	0.91	0.92	0.95	1.00
Lanes:	1.00	0.00	2.00	1.00	2.00	1.00	0.00	3.90	0.10	2.00	2.00	1.00
Final Sat.:	1805	0	3344	1805	3610	1900	0	6720	168	3502	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.34	0.05	0.00	0.00	0.12	0.12	0.04	0.12	0.00
Crit Moves:	****			****				****		****		
Green/Cycle:	0.11	0.00	0.00	0.57	0.46	0.00	0.00	0.20	0.20	0.07	0.27	0.00
Volume/Cap:	0.10	0.00	0.00	0.59	0.10	0.00	0.00	0.59	0.59	0.59	0.43	0.00
Delay/Veh:	40.3	0.0	0.0	14.8	15.2	0.0	0.0	37.0	37.0	49.3	30.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	0.0	0.0	14.8	15.2	0.0	0.0	37.0	37.0	49.3	30.6	0.0
DesignQueue:	1	0	0	16	5	0	0	37	1	7	17	0

Sunset West Lot 19 Traffic Impact Study, 25-2645-11, #374
Existing + Approved Projects + Project Landuse Alternative D
PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Blue Oaks Blvd./Drwy. #1 (East)

Average Delay (sec/veh): 10.8 Worst Case Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0	0 0	0 1	0 0	2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	6	0	932	0	0	599	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	6	0	932	0	0	599	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	0	0	7	0	1036	0	0	666	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	7	0	1036	0	0	666	77
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	371	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	632	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	632	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Blue Oaks Blvd./Drwy. #2 (West)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	156	0	240	104	776	0	0	516	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	156	0	240	104	776	0	0	516	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	173	0	267	116	862	0	0	573	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	173	0	267	116	862	0	0	573	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	173	0	267	116	862	0	0	573	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.95	1.00	1.00	0.93	0.93
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	0	0	0	1805	0	1615	1805	3610	0	0	3010	520
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.17	0.06	0.24	0.00	0.00	0.19	0.19
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.35	0.00	0.35	0.13	0.53	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.48	0.48	0.45	0.00	0.00	0.48	0.48
Delay/Veh:	0.0	0.0	0.0	23.9	0.0	26.2	41.5	14.5	0.0	0.0	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.9	0.0	26.2	41.5	14.5	0.0	0.0	22.6	22.6
DesignQueue:	0	0	0	6	0	10	6	24	0	0	20	3

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Existing + Approved Projects + Project Landuse Alternative D
PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Lonetree Blvd./Drwy. #3 (South)

Average Delay (sec/veh): 18.2 Worst Case Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	1364		81	120	1346		0	0		0	0	0		0	53
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1364		81	120	1346		0	0		0	0	0		0	53
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.90	0.90		0.90	0.90	0.90		0.90	0.90		0.90	0.90	0.90		0.90	0.90
PHF Volume:	0	1516		90	133	1496		0	0		0	0	0		0	59
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Final Vol.:	0	1516		90	133	1496		0	0		0	0	0		0	59
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	6.9
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	1606	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	803
Potent Cap.:	xxxx	xxxx		xxxxx	413	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	331
Move Cap.:	xxxx	xxxx		xxxxx	413	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	331
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx		xxxxx	17.8	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	18.2
LOS by Move:	*	*		*	C	*		*	*		*	*	*		*	C
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
Shared LOS:	*	*		*	*	*		*	*		*	*	*		*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				18.2			
ApproachLOS:	*				*				*				C			

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Existing + Approved Projects + Project Landuse Alternative D
PM Peak Hour Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 Lonetree Blvd./Drwy. #4 (North)

Average Delay (sec/veh): 18.3 Worst Case Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	0	0	2	0 0	0	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	1359		58	0	1466		0	0		0	0	0		0	61
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1359		58	0	1466		0	0		0	0	0		0	61
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.90	0.90		0.90	0.90	0.90		0.90	0.90		0.90	0.90	0.90		0.90	0.90
PHF Volume:	0	1510		64	0	1629		0	0		0	0	0		0	68
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Final Vol.:	0	1510		64	0	1629		0	0		0	0	0		0	68
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	6.9
FollowUpTim:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	787
Potent Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	339
Move Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	339
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	18.3
LOS by Move:	*	*		*	*	*		*	*		*	*	*		*	C
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
Shared LOS:	*	*		*	*	*		*	*		*	*	*		*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				18.3			
ApproachLOS:	*				*				*				C			

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MEMORANDUM

To:	City of Rocklin, Planning	**Date:**	March 21, 2002
Attn:	Pierre Martinez	**Project:**	Sunset West Lot 19 Traffic Impact
From:	Omni-Means, Ltd.		U-2000-16 & DR-2000-21
Re:	March 2002 Site Plan - Traffic Impacts	**Job No.:**	25-6471-01
		File No.:	C374MEM002.DOC
CC:	Schultz and Associates		

The following information is provided in response to comment number 3 of the City comment letter dated February 13, 2002.

The attached study report titled *Traffic Impact Study for Sunset West Lot 19* (OMNI-MEANS, December 2001) represents the supporting traffic impact analysis for the Lot 19 Site Plan Alternatives that were current as of December 2001. Since that time, a new Site Plan has been developed that includes a change in the proposed building floor areas and location of the signalized access to Blue Oaks Boulevard as compared to the Alternative A Site Plan evaluated in the December 2001 report. This technical memorandum has been prepared to specifically document the changes in traffic impacts that are projected with the March 2002 Site Plan. Unless mentioned otherwise, all analysis methodologies, parameters and assumptions used for the analysis presented in this memorandum are the same as those presented in the December 2001 report.

TRIP GENERATION ANALYSIS

The trip generation for the March 2002 Site Plan (estimated using ITE Publication *Trip Generation, Sixth Edition*) is presented in Table 1.

TABLE 1
LOT 19 TRIP GENERATION BASED ON MARCH 2002 SITE PLAN

Description	Quantity	Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
			Total	In	Out	Total	In	Out
Shopping Center – Pads A, B, C, D, E, F & G	80,769 sq.ft.	5,942 (4,457)	141 (106)	86 (65)	55 (41)	545 (409)	262 (197)	283 (212)
Fast Food w/ Drive-Thru – Pad H	3,400 sq.ft.	1,687 (590)	170 (60)	87 (30)	83 (30)	114 (40)	59 (21)	55 (19)
Sit-Down Restaurant – Pad I	5,000 sq.ft.	652 (489)	46 (35)	24 (18)	22 (17)	54 (41)	32 (24)	22 (17)
Sit-Down Restaurant – Pad J	5,899 sq.ft.	769 (577)	55 (41)	29 (22)	26 (19)	64 (48)	38 (29)	26 (19)
Fast Food w/ Drive-Thru – Pad K	5,250 sq.ft.	2,605 (912)	262 (92)	134 (47)	128 (45)	176 (62)	92 (32)	84 (30)
Total Trips		**11,655**	**674**	**360**	**314**	**953**	**483**	**470**
Total "New" Trips		**(7,025)**	**(334)**	**(182)**	**(152)**	**(600)**	**(303)**	**(297)**

Notes: *1. A pass-by trip reduction rate of 25% for Retail center, 65% for Fast-food Restaurant, and 25% for Sit-Down Restaurant, has been applied. Quantities in parentheses indicate net" new trips" generated after accounting for pass-by trip reduction.*

2. No Internal Trip Matching has been assumed in this analysis.

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It may be noted that the March 2002 Site Plan does represent a very slight increase in trip generation compared to the December 2001 report based Alternative A. More specifically, an increase in 142 net new daily trips, 30 net new AM peak hour trips, and 5 net new PM peak hour trips are projected with the March 2002 Site Plan. For the PM peak hour, which is the most critical time period in this traffic analysis, an increase in 5 net new inbound PM peak hour trips is projected and no change in net new outbound trips is projected. From a driveway trips standpoint, 18 additional inbound PM peak hour trips and 11 additional outbound PM peak hour trips (that are potentially distributed among four ingress/egress access points) are projected. Based upon prior analysis, these levels of increase in site trip generation per the March 2002 Site Plan, are projected to cause no change in projected levels of service already projected under December 2001 Alternative A Site Plan. Additionally, the projected trip generation from Lot 19 based on the March 2002 Site Plan continues to be consistent with the Sunset West General Development Plan EIR.

BLUE OAKS BOULEVARD DRIVEWAY SIGNAL LOCATION

The March 2002 Site Plan indicates that the signalized full-access driveway intersection along Blue Oaks Boulevard is proposed to be the eastern driveway access point, while the western driveway will serve as a "right-turns only" driveway. This represents a "swapping" of Blue Oaks Boulevard driveway intersection configurations presented in the December 2001 report. With the revised driveway access and control configurations per the March 2002 Site Plan, the intersection levels of service shown in Table 2 are projected.

TABLE 2
EXISTING + APPROVED PROJECTS + PROJECT (MARCH 2002 SITE PLAN) CONDITIONS
PM PEAK HOUR LEVELS OF SERVICE (LOS)

Intx #	Intersection	Control Type	PM Peak Hour V/C Ratio	PM Peak Hour Delay (sec/veh)	PM Peak Hour LOS	Warrant Met?
1	Lone Tree Boulevard/Grand Canyon Drive/Lone Tree Center Southernmost Driveway.	Signal	0.766	-	C	-
2	Blue Oaks Boulevard/Lone Tree Boulevard	Signal	0.793	-	C	-
3	Blue Oaks Boulevard/S.R.65 Northbound Ramps	Signal	0.796	-	C	-
4	Blue Oaks Boulevard/S.R.65 Southbound Ramps/ Washington Boulevard	Signal	0.541	-	A	-
5	Blue Oaks Blvd./Eastern Drwy. (Full-Access)	Signal	0.385	-	A	-
6	Blue Oaks Blvd./Western Drwy. (Right-turns only)	TWSC	-	12.8	B	No
7	Lone Tree Blvd./Southern Drwy. (Right-turns in and out, Left-turns in only)	TWSC	-	20.8	C	No
8	Lone Tree Blvd./Northern Drwy. (Right-turns only)	TWSC	-	16.3	C	No

Note: 1. TWSC = Two-Way Stop Control
2. V/C Ratio = Volume/Capacity Ratio for signalized intersections based on Circular 212 Operations Methodology
3. Average Delay/LOS = Worst-Case intersection movement delay/LOS for two-way-stop control intersections.
4. Warrant refers to Caltrans peak-hour-volume Signal Warrant-11 (Urban Areas).

As shown in Table 2 all study intersections are projected to continue to operate at acceptable levels of service with the March 2002 Site Plan. No changes in the study intersection LOS' are projected between those already presented in the December 2001 Report Alternative A Site Plan. The spacing between the Blue Oaks Boulevard intersections with Lone Tree Boulevard and Western Driveway (approximately 475 feet spacing) and between Western Driveway and Eastern Driveway (approximately 175 feet spacing) shown per the March 2002 Site Plan are projected to provide sufficient queue storage capacity through Existing plus Approved plus Lot-19 build-out conditions. At the Blue Oaks Boulevard/Eastern Driveway (signalized access) intersection, the maximum southbound left-turn queue length is projected to be 175 feet (7 vehicles) and the maximum southbound right-turn queue length is projected to be 100 feet (4 vehicles). Given that the eastern driveway is located along the eastern boundary of the project site, these levels of

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queuing are not projected to cause significant on-site or off-site operational problems. At the "on-site" intersection located just north of the throat of the eastern (full-access) driveway access to Blue Oaks Boulevard, it is recommended that a stop-sign be installed for the southbound approach (i.e. the northern leg) at this intersection, and that the entire "on-site" intersection be painted as a "keep clear" area.

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