

Brady Vineyard Subdivision Project

SCH# 2019012050

Final Environmental Impact Report

Prepared for
Placer County



April 2020

Prepared by



1501 SPORTS DRIVE, SUITE A, SACRAMENTO, CA 95834

Brady Vineyard Subdivision Project Final Environmental Impact Report

SCH# 2019012050

Lead Agency

County of Placer
Community Development Resource Agency
3091 County Center Drive
Auburn, CA 95603

Shirlee Herrington
Environmental Coordination Services
(530) 745-3132

Prepared By

Raney Planning and Management, Inc.
1501 Sports Drive, Suite A
Sacramento, CA 95834
(916) 372-6100

Contact:
Nick Pappani
Vice President

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1. Introduction and List of Commenters

1. INTRODUCTION AND LIST OF COMMENTERS

1.1 INTRODUCTION

This Final Environmental Impact Report (EIR) contains agency, group, and public comments received during the public review period of the Brady Vineyard Subdivision Project (proposed project) Draft EIR. This document has been prepared by Placer County, as Lead Agency, in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, Section 15132. The Introduction and List of Commenters chapter of the Final EIR discusses the background of the Draft EIR and purpose of the Final EIR, identifies the comment letters received on the Draft EIR, and provides an overview of the Final EIR's organization.

1.2 BACKGROUND

The Draft EIR identifies the proposed project's potential environmental impacts and the mitigation measures that would be required to be implemented. The following environmental analysis chapters are contained in the Draft EIR:

- Aesthetics;
- Air Quality and Greenhouse Gas Emissions;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning/Population and Housing/Agricultural Resources;
- Noise;
- Public Services and Recreation;
- Transportation and Circulation;
- Utilities and Service Systems;
- Statutorily Required Sections; and
- Alternatives.

In accordance with CEQA, the Draft EIR was sent to the State Clearinghouse (SCH#: 2019012050) for distribution to State agencies on November 19, 2019 for a 45-day public review period. In addition, the Draft EIR and a Notice of Completion (NOC) for the Draft EIR were published on the Placer County Community Development Resource Agency website. Printed copies of the Draft EIR were made available for review at the Rocklin Public Library (4890 Granite Drive), the Roseville Public Library (225 Taylor Street), the Placer County Community Development Resource Agency offices in Auburn (3091 County Center Drive), and the County Clerk's Office (2954 Richardson Drive, Auburn). A public hearing was held on December 12, 2019 to solicit public comments regarding the Draft EIR.



1.3 PURPOSE OF THE FINAL EIR

Under CEQA Guidelines Section 15132, the Final EIR shall consist of:

1. The Draft EIR or a revision of the Draft.
2. Comments and recommendations received on the Draft EIR.
3. A list of persons, organizations, and public agencies commenting on the Draft EIR.
4. The responses to significant environmental points raised in the review process.
5. Any other information added by the Lead Agency.

As required by CEQA Guidelines, Section 15090(a)(1)-(3), a Lead Agency must make the following three determinations in certifying a Final EIR:

1. The Final EIR has been completed in compliance with CEQA.
2. The Final EIR was presented to the decision-making body of the Lead Agency, and the decision-making body reviewed and considered the information in the Final EIR prior to approving the project.
3. The Final EIR reflects the Lead Agency's independent judgment and analysis.

Under CEQA Guidelines Section 15091, a public agency shall not approve or carry out a project for which an EIR has been certified that identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings (Findings of Fact) for each of those significant effects. Findings of Fact must be accompanied by a brief explanation of the rationale for each finding supported by substantial evidence in the record. The Findings of Fact are included in a separate document that will be considered for adoption by the County's decision-makers.

Pursuant to CEQA Guidelines, Section 15093(b), when a Lead Agency approves a project that would result in significant and unavoidable impacts, the agency must state in writing the reasons supporting the action (Statement of Overriding Considerations). The Statement of Overriding Considerations shall be supported by substantial evidence, and are subject to adoption by the County's decision-makers along with the Findings of Fact. A Statement of Overriding Considerations is not required for this project, as no significant and unavoidable environmental effects would result from the project. It is important to note that the Draft EIR determined that the proposed project would result in two significant and unavoidable traffic impacts (14-2 and 14-7). However, these significant impacts are related to the level of service (LOS) metric for assessing a project's traffic impacts, which the courts have recently rendered inapplicable for determining impact significance under CEQA. As a result of recent case law, discussed further under Section 1.6 below, the significance conclusions of the Draft EIR's LOS analysis have been removed, and the project's traffic impacts under CEQA are now being assessed using the vehicle miles travelled (VMT) metric, the analysis of which is contained in Chapter 3 of this Final EIR.

1.4 LIST OF COMMENTERS

Placer County received 14 comment letters during the public comment period on the Draft EIR for the proposed project, and one letter was received after the close of the public comment period. The comment letters, presented in the order in which they were received, were authored by the following agencies, groups, and members of the public:



Agencies

Letter 1 Gavin McCreary, Department of Toxic Substances Control
Letter 2 Terri Shirhall, City of Roseville

Groups

Letter 3 Dry Creek Neighbors

Members of the Public

Letter 4 Sharon Adamson
Letter 5 Linda Dennis
Letter 6 Jim and Linda Dennis
Letter 7 Carol Fisher
Letter 8 Monica Gollmyer
Letter 9 April Lea Go Forth (November 22, 2019)
Letter 10 April Lea Go Forth (December 7, 2019)
Letter 11 Tien Nguyen
Letter 12 Robert Smith
Letter 13 Sonja Sorbo
Letter 14 Suzanne Wendorf

Late Letters

Letter 15 Krisi Boyle

In addition, verbal comments were provided during the December 12, 2019 public hearing to accept comments on the Draft EIR. The comments from the Draft EIR comment hearing are included as Letter 16.

Letter 16 Verbal Comments: Draft EIR Public Hearing (December 12, 2019)

1.5 CLARIFICATION REGARDING SCHOOL BOUNDARIES

Since the release of the Draft EIR, the Dry Creek Joint Elementary School District (DCJESD) has approved a Facilities Master Plan that modified the DCJESD's attendance boundaries. As a result of the attendance boundary modification, the project site is no longer within the attendance area boundaries of Creekview Ranch School, which is a K-8 school; rather, the project site is now located within the attendance area boundaries of Heritage Oaks Elementary School (K-5) and Silverado Middle School (6-8). As discussed further in Chapter 3, Revisions to the Draft EIR Text, the attendance boundary changes would alter the vehicle trip distribution associated with the proposed project, but would not result in new or more severe impacts at any of the study roadway facilities in the project area.

1.6 RECENT CASE LAW

Since the release of the Draft EIR, the Third Appellate District court published an opinion (December 18, 2019) regarding *Citizens for Positive Growth & Preservation v. City of Sacramento* (2019). Among other points, Citizens challenged the City of Sacramento's adoption of its General Plan based on its use of the level of service (LOS) metric instead of the vehicle miles traveled (VMT) metric in the transportation impacts section. In general, the court ruled that although lead agencies are not yet required to analyze transportation impacts under the VMT metric, they can no longer draw a transportation impact significance conclusion using a metric that measures traffic congestion (e.g., level of service (LOS)).



In response to this case, the County has made modifications to the Transportation and Circulation section of the Draft EIR, within Chapter 3, Revisions to the Draft EIR Text, of this Final EIR, to remove the significance determinations for the level of service analysis, and include an impact discussion of VMT given that the shift in transportation analysis is clearly moving towards VMT, with a statewide requirement to do so beginning on July 1, 2020, per Section 15064.3).

Please refer to Chapter 3 of this Final EIR for a more detailed discussion of this court case and the associated modifications to the EIR. As demonstrated in Chapter 3, the modifications to the Transportation and Circulation section of the Draft EIR do not warrant recirculation under Section 15088.5(a) given that criteria for recirculation are not met.

1.7 ORGANIZATION OF THE FINAL EIR

The Final EIR is organized into the following chapters:

1. Introduction and List of Commenters

Chapter 1 provides an introduction and overview of the document, describing the background and organization of the Final EIR. Chapter 1 also provides a list of commenters who submitted letters in response to the Draft EIR.

2. Responses to Comments

Chapter 2 presents the comment letters received and responses to each comment. Each comment letter received has been numbered at the top and bracketed to indicate how the letter has been divided into individual comments. Each comment is given a number with the letter number appearing first, followed by the comment number. For example, the first comment in Letter 1 would have the following format: 1-1. The response to each comment will reference the comment number.

3. Revisions to the Draft EIR Text

Chapter 3 summarizes minor changes made to the Draft EIR text since its release.

4. Mitigation Monitoring and Reporting Program

CEQA Guidelines, Section 15097, requires lead agencies to adopt a program for monitoring the mitigation measures required to avoid the significant environmental impacts of a project. The intent of the Mitigation Monitoring and Reporting Program (MMRP) is to ensure implementation of the mitigation measures identified within the EIR for the Brady Vineyard Subdivision Project.



2. Responses to Comments

2. RESPONSES TO COMMENTS

1.1 INTRODUCTION

The Responses to Comments chapter of the Final EIR contains responses to each of the comment letters submitted regarding the Brady Vineyard Subdivision Project Draft EIR. Each bracketed comment letter is followed by numbered responses to each bracketed comment. The responses amplify or clarify information provided in the Draft EIR and/or refer the reader to the appropriate place in the document where the requested information can be found. Comments that are not directly related to environmental issues (e.g., opinions on the merits of the project that are unrelated to its environmental impacts) are either discussed or noted for the record, as appropriate. Where revisions to the Draft EIR text are required in response to the comments, such revisions are noted in the response to the comment, and are also listed in Chapter 3 of this Final EIR. All new text is shown as double underlined and deleted text is shown as ~~struck through~~.

The changes to the analysis contained in the Draft EIR represent only minor clarifications/amplifications and do not constitute significant new information. In accordance with CEQA Guidelines, Section 15088.5, recirculation of the Draft EIR is not required.

2.2 RESPONSES TO WRITTEN COMMENT LETTERS

The following is a compilation of all letters received by the County during the public comment period. Each letter has been considered by the County and addressed, according to CEQA Guidelines Section 15088, prior to approval of this Final EIR.



Letter 1



Jared Blumenfeld
Secretary for
Environmental Protection

Department of Toxic Substances Control

Meredith Williams, Ph.D.
Acting Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Gavin Newsom
Governor

December 10, 2019

Ms. Shirlee Herrington
County of Placer
Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, California 95603

DRAFT ENVIRONMENTAL IMPACT REPORT FOR BRADY VINEYARD SUBDIVISION
PROJECT – DATED NOVEMBER 2019
(STATE CLEARINGHOUSE NUMBER: 2019012050)

Dear Ms. Herrington:

The Department of Toxic Substances Control (DTSC) received a Draft Environmental Impact Report (EIR) for the Brady Vineyard Subdivision Project.

The proposed project would include a Vesting Tentative Subdivision Map to subdivide the project site into 119 single-family residential lots. The project has been designed in two residential villages (Northwest and Southeast); the Northwest Village would include a total of 80 lots and the Southeast Village would include 39 lots.

1-1 DTSC recommends that the following issues be evaluated in the EIR, Hazards and Hazardous Materials section:

1. The EIR should acknowledge the potential for project site activities to result in the release of hazardous wastes/substances. In instances in which releases may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The EIR should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.

- 1-2 2. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition and disposal of any of the

♻️ Printed on Recycled Paper



Letter 1
Cont'd

Ms. Shirlee Herrington
December 10, 2019
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- 1-2
Cont'd
- ↑ above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's 2006 *Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers* (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/Guidance_Lead_Contamination_050118.pdf).
- 1-3
3. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC's 2001 *Information Advisory Clean Imported Fill Material* (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/SMP_FS_Cleanfill-Schools.pdf).
- 1-4
4. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the EIR. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 *Interim Guidance for Sampling Agricultural Properties (Third Revision)* (<https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/Ag-Guidance-Rev-3-August-7-2008-2.pdf>).
- 1-5
- DTSC appreciates the opportunity to review the EIR for the Brady Vineyard Subdivision Project. Should you need any assistance with an environmental investigation, please submit a request for Lead Agency Oversight Application, which can be found at: https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/VCP_App-1460.doc. Additional information regarding voluntary agreements with DTSC can be found at: <https://dtsc.ca.gov/brownfields/>.



**Letter 1
Cont'd**

Ms. Shirlee Herrington
December 10, 2019
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If you have any questions, please contact me at (916) 255-3710 or via email at Gavin.McCreary@dtsc.ca.gov.

Sincerely,



Gavin McCreary
Project Manager
Site Evaluation and Remediation Unit
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and Research
State Clearinghouse
State.clearinghouse@opr.ca.gov

Ms. Lora Jameson, Chief
Site Evaluation and Remediation Unit
Department of Toxic Substances Control
Lora.Jameson@dtsc.ca.gov

Mr. Dave Kereazis
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereasis@dtsc.ca.gov



LETTER 1: GAVIN MCCREARY, DEPARTMENT OF TOXIC SUBSTANCES CONTROL

Response to Comment 1-1

Potential risks related to accident and/or upset conditions involving hazardous materials are addressed in Chapter 9, Hazards and Hazardous Materials, of the Draft EIR. As noted on page 9-17 of the Draft EIR, implementation of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment. As a result, impacts were determined to be less than significant.

Response to Comment 1-2

The project site does not contain any buildings or structures; thus, the proposed project would not include demolition of any existing buildings or other structures.

Response to Comment 1-3

The proposed project would not require import of soil from off-site, as the site work would be balanced.

Response to Comment 1-4

Page 9-17 of the Draft EIR states the following related to prior use of agricultural pesticides at the project site:

[...] the western portion of the project site was determined to have been previously used for agricultural purposes. Although the Phase I ESA determined that readily discernable REC's did not exist on the project site, pesticides or herbicides which may have been used for agricultural purposes could have contaminated surficial soils within the project site. The results of the Phase II ESA and soil analysis determined that project site soils did not contain pesticide/herbicides analytes or arsenic at or above the reporting detection limits per EPA methods 8081A and 8151A. Although lead was detected within a small number of soil samples taken from the southern portion of the project site, the amount of lead present in the soils was between 6.8 mg/kg and 9.4 mg/kg, and not near or above the threshold of 80 mg/kg for residential land set forth by the CHHSL. Lead content in sample 37 was detected at a relatively high level of 60mg/kg compared to the other sample test results. However, Sample 37 was obtained from the northwestern corner of the project site which was occupied by a homeless camp, and the lead result is not considered representative of the background lead content. In addition, per the Phase I ESA, existing RECs or properties within the site vicinity would not pose a substantial risk to the proposed project. Specifically, the cleanup statuses of potential hazardous sites in the project area are either listed as closed or the sites are located at a lower groundwater gradient relative to the project site. The Phase II ESA concluded that further assessment of the project site for potential contaminants was not required.

As demonstrated in the above excerpt from the Draft EIR, the soils within the project site do not contain substantial concentrations of agricultural pesticides, and associated risks would not occur.

Response to Comment 1-5

The comment is a concluding statement and does not address the adequacy of the Draft EIR.



Letter 2



Development Services Department
Planning Division
311 Vernon Street
Roseville, California 95678-2649

December 20, 2019

Ms. Shirlee Herrington
Environmental Coordination Services
Placer County Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603

Subject: Brady Vineyard Subdivision Project Draft EIR– City of Roseville Comments

Dear Ms. Herrington:

This comment letter is in response to the County's November 20, 2019 Notice of Availability of a Draft EIR for the Brady Vineyard Subdivision project (SCH No. 2019012050).

Fire Protection

2-1

The Draft EIR states that the City of Roseville Fire Department provides service to the project area in Placer County, but does not attempt to quantify the extent of services historically and currently provided by the City, or provide an estimate of the anticipated increased need for service that would be generated by the project. In terms of mitigation, collection of a fire impact fee is mentioned, but does not specify mitigating details for either interim or permanent solutions such as the project's contribution to the need for fire protection staffing, station size and siting, and timing for construction; all critical components of the project that should be discussed to ensure impacts to the City of Roseville Fire services are sufficiently mitigated.

Water

2-2

Treated water service for the project would be provided by California American Water (Cal-Am) via its agreement with Placer County Water Agency (PCWA). The EIR does not clarify if the water service already accounted for is part of the wheeling agreement based on PCWA delivery through the City of Roseville's water distribution system, or that there is sufficient wheeling capacity within the established 10-mgd wheeling agreement.

2-3

Page 15-18 states that Cal AM has not identified any sizing deficiencies in the water supply infrastructure for the 12-inch and 6-inch City water mains located in Brady Lane and Vineyard Road. The supporting technical study should be provided.

Electric

2-4

The proposed project site is outside of Roseville Electric's service territory and electric services would be provided by PG&E. The City/County line is proposed to remain in the center of Brady Lane. To ensure proper roadway lighting, the City requests, as stated in the City's February 28, 2019 comment letter on the Notice of Preparation of the EIR, that two streetlights be placed on the western side of Brady Lane. If



**Letter 2
Cont'd**

Brady Vineyard Subdivision Draft EIR Comments

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Cont'd

the City/County line were moved so that the entire width of Brady Lane becomes City property, the two lights would be fed from Roseville Electric.

Should the County have any questions concerning these comments, please contact me at (916) 774-5536.

Sincerely,



Terri Shirhall
Environmental Coordinator



LETTER 2: TERRI SHIRHALL, CITY OF ROSEVILLE

Response to Comment 2-1

With regard to the analysis of potential impacts related to fire protection services, Appendix G of the CEQA Guidelines focuses on the potential for a project to “[...] 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.” Thus, the relevant question is focused on physical environmental impacts related to altering/constructing new stations, neither of which is required for the proposed project.

As discussed in detail under Impact 13-1, beginning on page 13-15 of the Draft EIR, prior to the recordation of the Final Map, the proposed project would be required to annex into the Dry Creek Fire Zone of Benefit (County Service Area 28, Zone of Benefit 165) for provision of fire protection services. The Zone of Benefit has been established for the purpose of generating funds for incremental expansion to fire protection services, and annexation into the Zone of Benefit is a standard condition of approval placed on all tentative maps proposed within the Dry Creek West-Placer Community Plan (DCWPCP) area. Thus, primary fire protection services for the proposed project would be provided by Placer County Fire (PCF), in conjunction with the County’s contract fire services provider, CAL FIRE. The nearest CAL FIRE station to the project site is the Dry Creek Fire Station (Station 100), located approximately 1.25 miles west of the project site at 8350 Cook Riolo Road.

As stated on page 13-16 of the Draft EIR, and hereby revised as shown below and in Chapter 3 of this Final EIR:

As previously mentioned, CAL FIRE is responsible to provide emergency services in Placer County and has stated their ability to serve not only the proposed project, but future planned growth in the Dry Creek area, and still maintain compliance with established safety response times. As is currently the case, incidents will occur where the City of Roseville (Roseville) Fire Department is called upon to provide mutual aid at or near the project area to send the closest available unit to an emergency incident, regardless of jurisdictional boundaries. In that spirit of cooperation to provide the fastest and highest level of service to the surrounding area, Roseville Fire Department has signed onto a Closest Resource Agreement (CRA) with Placer County Fire and other surrounding fire departments to provide mutual aid between all participating fire departments. As outlined in the CRA, Roseville, can adjust the amount of reciprocal coverage by setting draw-down levels, or withdraw from the CRA entirely. Timing and triggers for public service improvements occur when impacts associated with additional development exceeds established safety standards, which is not the case for the proposed project. As residential units are constructed and fire impact fees and assessments are collected, projects are required to pay their fair share towards existing and planned fire protection improvements, which will mitigate the project’s impacts to fire services ~~for all safety providers~~ and increase the County’s ability to serve unincorporated areas, in addition to continuing to provide reciprocal aid to the City of Roseville and surrounding local governments.

Notably, the project site is not located within a very high fire hazard severity zone (VHFHSZ). Moreover, the proposed project incorporates all state and local fire code provisions in accordance with Public Resources Code sections 4290 and 4291 pertaining to provision of minimum emergency access requirements and structural fire protection facilities. The project will also



comply with all California Building Standards Code (CBSC) requirements. The project roadways and access points will be developed to minimum County standards and fire service standards or better, which require that project accesses and roadways to support a minimum 75,000 vehicle load for the largest fire apparatus type, and that roadways are of sufficient width to support emergency access into a project simultaneous to evacuation of residents out of the project. The project is designed to include provisions for a restricted second access that will be constructed as an emergency vehicle access (EVA) to ensure two points of ingress/egress to the subdivision. A Knox box or electronic override system will be incorporated into both the project primary access and the EVA. The project will have a looped water system meeting “maximum day demand plus fire flow” in accordance with state fire code, and fire hydrants will be placed throughout the subdivision in accordance with the serving fire agency service requirements. All homes will be built in accordance with the CBSC and will incorporate fire sprinklers in accordance with CBSC requirements. Moreover, the serving fire agency fire station (Station 100) is located approximately 1.25 miles west of the project site at 8350 Cook Riolo Road. Station 100 is a full-time staffed station and would provide fire protection services to the proposed project.

Any potential project contribution toward increased demands on the Roseville Fire Department, and associated demand for new or expanded fire station facilities, would be offset through payment of fire impact fees. Therefore, impacts to fire protection facilities were determined to be less than significant, and mitigation is not required.

Response to Comment 2-2

The water service provided to the proposed project by California American Water (Cal-Am) through the existing agreement with the Placer County Water Agency (PCWA) would be delivered as part of the 10 million gallon per day (mgd) wheeling agreement established between the City of Roseville and the PCWA. Currently, the total estimated demand is 1,688,775 gallons per day, which leaves sufficient room for the estimated water demands associated with the proposed project.¹

Response to Comment 2-3

With regard to sizing of water conveyance infrastructure, Cal-Am owns their own water lines, which would be used to provide water to the project site. Within the project vicinity, Cal-Am maintains an existing 12-inch main that extends to the southwest corner of Brady Lane and Vineyard Road. The proposed project would not require connection to the City of Roseville’s water lines. Specific sizing calculations regarding water supply infrastructure included in the proposed project would be finalized at the Improvement Plan stage.

Response to Comment 2-4

The Draft EIR acknowledges and assumes that PG&E would provide electricity and natural gas services to the project site. For example, on page 15-8 of the Utilities and Service Systems chapter, the Draft EIR clearly states, “Electricity and natural gas service in the project area are provided by Pacific Gas & Electric (PG&E).”

As noted on page 4-15 of the Draft EIR, streetlights and other lighting elements are not proposed along the subdivision streets; however, a streetlight may be required at the intersection of the subdivision road and Brady Lane, as well as the northwest corner of the intersection of Brady

¹ Phillips, Spencer, California American Water. Personal Communication [email] with Nick Pappani, Vice President, Raney Planning & Management, Inc. February 4, 2020.



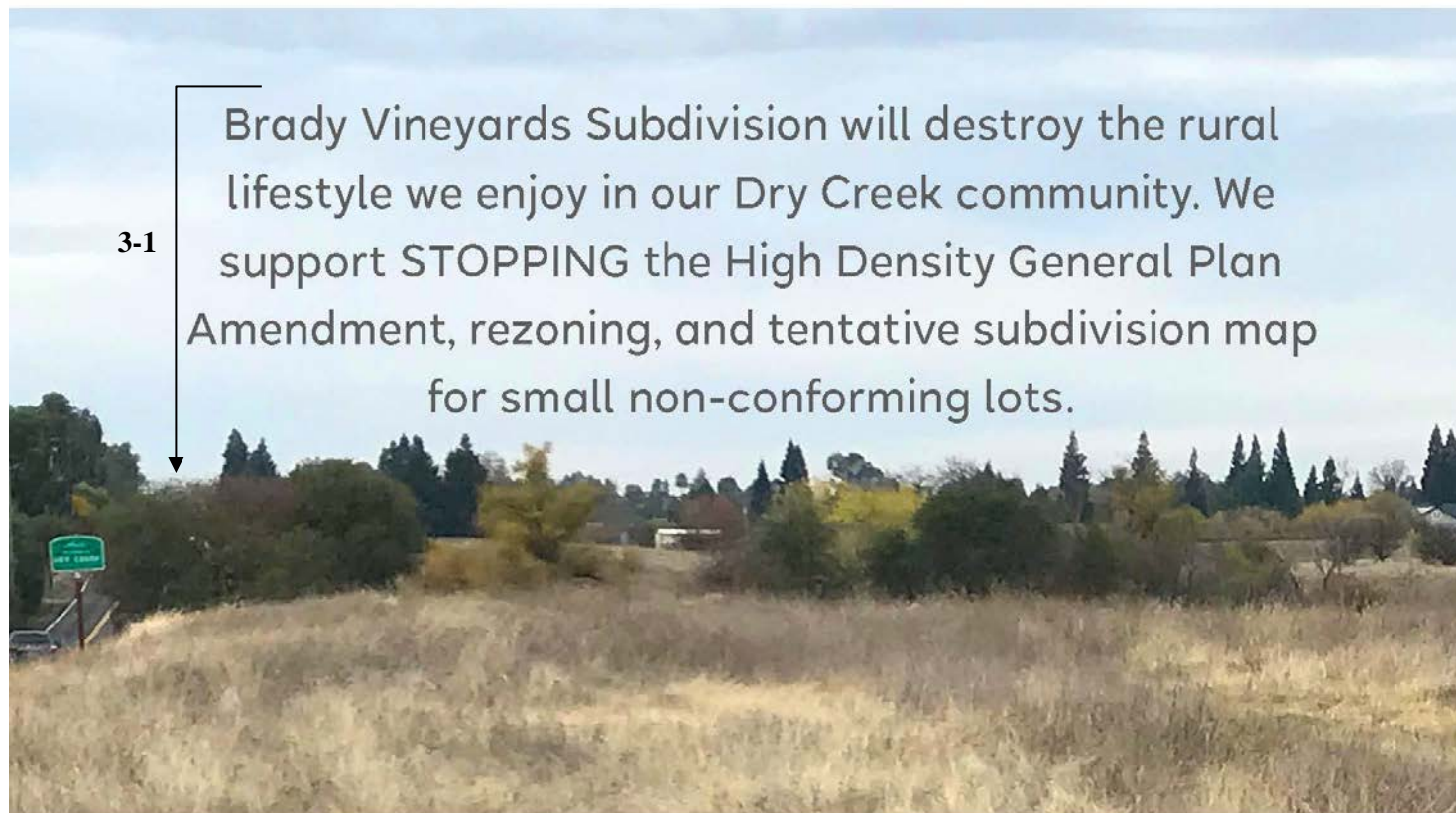
Lane and Vineyard Road. At this point in time, electrical service to these streetlights would be provided by PG&E, and no plans to change the City/County boundary with respect to Brady Lane have been proposed or are under consideration. The commenter's suggestion has been forwarded to the decision-makers for their consideration.



**DRY CREEK
NEIGHBORS**

**HELP STOP
HIGH DENSITY
DEVELOPMENT**

drycreekneighbors.com



Letter 3
Cont'd

DRY CREEK NEIGHBORS - SIGNATURES - 07/17/2019 - SORTED BY DATE SIGNED - DESCENDING

	NAME	ADDRESS	EMAIL	DATE SIGNED	COMMENT
1	Robert Smith	3180 Glen LNE	robert.smith@doj.ca.gov	03/05/2019	This will destroy our rural neighborhood and is not part of master plan setup for this area.
2	Monica Gollmyer	3141 Almond Blossom Lane, Roseville, Ca 95	Blossom1@surewest.net	03/05/2019	Dry Creek Community is a beautiful, highly sought after, unique rural area with its own distinct history, identity and lifestyle. Inappropriate projects like Winding Creek, the Brady project, and the proposed project at Vineyard and Cook Riolo Rd with higher densities are 'urban'; areas that will have cumulative, significant, and negative impacts on our community and threaten our quality of life. Compatible rural 'in-fill'; homes are the appropriate choice for our area as outlined in our adopted plan's goals and policies.
3	Barinder Randhawa	3984 Vineyard Road	randhawahome@aol.com	03/05/2019	We have lived in the area for over 10 years, at the time we were told by the county that this area is a minimum of 2 acre parcels. What changed?? We don't want the traffic or congestion and would like to keep the rural area the way it is.
4	Sukhy Dhillon	4476 Cheval Way	sukhy_dhillon@yahoo.com	03/05/2019	This build will create an increase in traffic, one that our 2 lane roads are not ready to handle.
5	Mark Brune	NV	mbrune1502@charter.net	02/26/2019	I own one acre home across project, and have a disabled sister who lives in house. Current project has large Impact on Rural character w ill regard for current zoning and homeowner rights. Postage stamp development proposed. Should be a transition development instead of high density. Will affect noise ,water table w affect on local wells, traffic danger, water runoff onto existing properties, light pollution, and a sense of confinement to existing property owners. Development proposed needs to conform or transition to current Rural character.
6	David Aria	8717 Wentworth Ct., Roseville, CA 95747	powercleanent@gmail.com	02/26/2019	We need to be careful about altering our community and way of life. This is a rural area and the people who live here now, live here for that reason - including me. I say, "NO!" to high density residential development in our area!!!!
7	GARY LINDSEY	3920 KINGSBARNES DR ROSEVILLE 95747	GKLATES@GMAIL.COM	02/12/2019	I want to preserve the low density country atmosphere of the Dry Creek area. our 2 lane roads will not support High density developments.
8	Sondra Myles	CA	smyles@surewest.net	02/12/2019	We moved here 15 years ago for the rural lifestyle. Traffic is increasing so much and the road is not safe.
9	Gary Giacomo	3205 Central Avenue	garycgiamco@gmail.com	02/09/2019	This proposed high density rezone is not compatible with the rural make-up of the Dry Creek Community. It should be rejected.
10	Raphael Klug	3170 Central Ave Roseville, CA 95747	raphklug@yahoo.com	02/09/2019	Keep Dry Creek rural. Increased high density housing will destroy the feel/lifestyle of the rural dry creek community
11	Denise Rowland	CA	deniserowland@comcast.net	02/05/2019	Our family moved to Roseville because of the rural feeling. Building high density building deflects from the rural living. Besides this devlopement proposal there will also be another development at the end of Vineyard. The developer is expecting to build 110 homes in the next few years and this will just add to more traffic concerns and congestion.
12	Diane Koellen	2682 Country Place Drive	whitestarcon@gmail.com	02/05/2019	High density housing is not part of the master plan for Dry Creek. I do not support changing zoning and vision for Dry Creek
13	Hector Padilla	910 pleasant grove blvd ste 120-314	arco83388@gmail.com	02/05/2019	Moved from a community like this and for years it was rural. Once the community grew with a heavy growth of new homes, schools were not able to accommodate the new students and programs were dropped, and the trouble was not allowed to recover. Once they are in, there is no getting our land country land back nor roads.
14	Salvador Gutierrez	4413 seabiscuit dr	goldwingeng@yahoo.com	02/05/2019	Don't want to need to drive an additional 30min to 1hour to just get to the freeway or an emergency room.
15	Joel Gutierrez	4413 Seabiscuit Dr	joelsgutierrez@yahoo.com	02/05/2019	Want to stop the density of growth in our beautiful rural community from a larger footprint and heavy traffic.
16	Wendi Williamson	8360 Eva Lane	wendiwilliamson@surewest.net	01/30/2019	Preserve the lifestyle we moved here for more than 30 years ago. 2 acre min. have been the norm for years, what changed?

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NAME	ADDRESS	EMAIL	DATE SIGNED	COMMENT
17 Kathleen Lord	3605 Long Cove Ct Roseville	katecreek@comcast.net	01/30/2019	We are driving out the animals and birds and losing our "country" setting. There has been and continues to be plenty of homes built right in this general area from PFE to Baseline. Enough already! The traffic has already tripled in the last 5 years. Can't there be some sacred space left?
18 Teresa Kary	4978 Wellbrook Pl	teresakary@hotmail.com	01/30/2019	I don't want the noise, pollution or traffic that this kind of development will bring to our community.
19 Jody Willis	4998 Wellbrook Pl. Roseville CA 95747	kansas43@hotmail.com	01/30/2019	too much over development and traffic
20 Vassili Broutski	1540 Misty lane	broutskivassili@hotmail.com	01/29/2019	Roseville
21 Dan Koellen	2682 Country Place Drive	phase2682@gmail.com	01/29/2019	High density development is not compatible with the Dry Creek community.
22 charles scott	California	cwscott39@hotmail.com	01/26/2019	New homes, too much traffic on these small streets.
23 Jessica Haynes	3330 Jami Ct 95747	Jessica_on@hotmail.com	01/26/2019	I strongly oppose the rezoning and development of this land.
24 kelli peterson	3868 st julien way	raypeterson_1@msn.com	01/26/2019	increased traffic/speeding on Vineyard visual impact, to many homes too close together rural lifestyle will be lost
25 Ryan Haynes	3330 Jami Ct 95747	ryankhaynes@gmail.com	01/26/2019	I oppose the rezoning and development of this land.
26 Patrick Ramos	CA	patrick.ramos@kimley-horn.com	01/26/2019	I do not want more traffic in our area
27 Joaane Castro	3100 Glen Lane Roseville Ca 95747	frecklesgirl2@juno.com	01/23/2019	Because it is going to affect my neighborhood, increase traffic and take away from our way of living.
28 Kent Cusick	8465 Bianchi Road	kcusick@surewest.net	01/23/2019	We chose our home in this area for its rural lifestyle combined with the proximity to services. We have plenty of gated communities and high density housing all over the area. What we don't have are rural developments for folks to stretch out.
29 Meg Paselk	CA	megpaselk@gmail.com	01/23/2019	Where are you getting the water for this high density subdivision? Traffic! We just added side walks to Cook Riolo Rd.NO,NO,NO!!! We would like to keep it Rural!
30 Steve & Kris Rath	8567 Indianwood Lane, Roseville 95747	steve@steverath.com	01/23/2019	Traffic congestion, destroying the rural area feel of the area.
31 Terry Anest	CA	terry.anest@fabritech.net	01/23/2019	We need smart development, not revenue based development.
32 George Brown	3858 St Julien Way	gbrown@thompson-brown.com	01/23/2019	We have a Community Plan that was ratified by the Placer Board of Supervisors in 1992. It was designed to allow for local control of governance. Allowing the usurpation of our democratic rights to control and regulate ourselves flies in the face of what this Country was founded upon. The developer in this case knew EXACTLY what the zoning was and what our Community Plan called for. Government should not be in the business of choosing winners by allowing the rights of others to be deprived. By allowing the owner/developer to override the concerns of the community to further enrich him/herself is untenable.
33 Jo Ann Aiello	9413 Eagle Springs Pace	jaiello@mail.com	01/23/2019	I do not want high density housing in the Dry Creek area.
34 Michael McKenna	8511 St. Germaine Court	mckna@comcast.net	01/17/2019	I have lived in Morgan Creek for 9 years and love it here, but the planned development will make it just like anywhere else. Crowded and busy.
35 charles harrod	2890 vineyard rd,roseville ca.95747	rain777@surewest.net	01/17/2019	keep things the way they were.loved it back in the old days
36 Jonathan Basden	1400 Santa Fe Cir	Jonathanbasden@me.com	01/17/2019	My family lives here and we would like to keep dry creek as it is.
37 alex morse	4621 Waterstone Dri	morsealex11@gmail.com	01/17/2019	The will have an undesirable impact on noise, traffic congestion, and destroy the limited rural lifestyle forever.
38 Alyssa Basden	Santa Fe Cir.	Alyssamocny@gmail.com	01/17/2019	My parents have lived in the Dry Creek area for 10+ years and I also work in the Dry Creek area. It is very important to me to keep Dry Creek rural.
39 Li Lau	3612 Shingle Creek Court	lau3833@gmail.com	01/17/2019	Want to preserve the rural area around here.
40 Stacey Santos	1465 E Hidalgo Cir	Staceysantos86@gmail.com	01/17/2019	We drive this road every day and we enjoy seeing all the wildlife and farm lands there. It takes us away from the cookie cutter homes and enjoy the peaceful drive. You would be destroying this place for our wildlife and taking away the beauty of the farms

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NAME	ADDRESS	EMAIL	DATE SIGNED	COMMENT
41 Debbie Freeman	CA	a1shopper1@yahoo.com	01/17/2019	We live in Morgan Creek and love that is rural and no traffic. Would love it to stay that way.
42 Dave Bourne	3432 Lanie Ct	DAVE.BOURNE6@GMAIL.COM	01/17/2019	We've seen the impacts to traffic from the new subdivisions along PFE from Cook-Riolo to Walerga. This appears to be even higher density and would feed Creekview Middle School where traffic is becoming an issue as well.
43 Kay Davis	1820 Frosty Place Roseville CA 95747	kaydavis2000@aol.com	01/17/2019	Do not want to see - Lower property appraisal, more traffic, change of lifestyle.
44 melinda ortiz	8060 Milnes Ave.	melindamortiz@gmail.com	01/17/2019	1) One acre minimum lot size 2) Rural community 3) don't want city sized housing tracts in our country living.
45 Randy Wootton	8993 Creekstone Circle	rcwootton@comcast.net	01/17/2019	It would be a shame to see this beautiful area and lifestyle for the people who already live here destroyed by over development. There are plenty of opportunities for developers in communities such as Roseville and Antelope that welcome high density overbuilding, traffic, and crime issues. It would be nice to see Dry Creek remain a rural hold out.
46 Sylvis Redondo	3200 Central Ave, Roseville 95747	sylredondo51@gmail.com	01/17/2019	Want to keep the rural setting in this area and don't want more traffic.
47 JOHN CASTRO	CA	johnwcastro@gmail.com	01/17/2019	I like Roseville the way it is
48 Connie Roberts	8300 Cook Riolo Rd	annefan22@gmail.com	01/17/2019	Would increase traffic and pollution in our area.
49 Barbara Osella	2765 Vineyard Rd	jbo@surewest.net	01/17/2019	High Density is my objection- not in line with how property should be developed in our area
50 Jennifer Padilla	9690 Canopy Tree Street	jloffman@hotmail.com	01/17/2019	Dry Creek needs to be kept low density, as promised in the master plan.
51 Rebecca Rodgers	Country place dr	rebeccarodgers@hotmail.com	01/17/2019	The impact of all the houses and traffic are NOT feasible for that area
52 Alexandra Cadena	CA	aleja_sjsu@yahoo.com	01/17/2019	I live in this community and I like the peacefulness of it. It's quite and there aren't too many areas in the world that are quite. The ecosystem here is nice as well.
53 Dave Skelton	3200 Central Ave	dskelton30@yahoo.com	01/17/2019	Want to preserve our rural neighborhood!
54 John Schaefer	4031 Ravensworth Pl.	schaefer33@comcast.net	01/17/2019	Placer County created an open, low density, rural environment as an attractive life and recreation area for all to enjoy. We bought a home in Morgan Creek, in the protected Dry Creek area to enjoy the environment and community that Placer created. The area is protected by the Dry Creek Community Plan, zoning, and density restrictions. We want Placer County to continue to protect the area that they established and we chose to live in.
55 Shawn Schneider	9165 Pinehurst Drive Roseville Ca	sschneiderkeebler@yahoo.com	01/17/2019	We have too many homes being built in our community.
56 Stacy Robinson	3876 Muirwood Lane	smrobinson22@gmail.com	01/17/2019	I grew up in the Dry Creek community and am raising my own family here because of the childhood I had. With the imminent destruction of historic Dry Creek Elementary and the efforts to rezone the area for mass development, I'm watching everything beautiful about this place get systematically destroyed in the name of so-called "progress". It has to stop NOW, before the damage is irreparable.
57 Tiffany Latino	2050 Central Ave Roseville, CA 95747	tiffanylatino@comcast.net	01/17/2019	We have lived in this neighborhood since 1993 and the reason we live here is because it is Rural. It's a piece of heaven for us to feel like we live in the country but the convenience of the grocery store etc. is right near by. Putting a high density neighborhood right in the middle of us would definitely hurt our quality of life.
58 Cathy Rich	9421 Eagle Springs Ct	cathy_89128@yahoo.com	01/15/2019	I have moved here for the rural structure and spacious lots. Dense zero lot line developments contradict that and will reduce my property value.
59 Lena Calderon	4340 Whirlaway Court	lenabobena46@aol.com	01/15/2019	To avoid congestion!
60 Michele Loftin	1210 Chenin Blanc Circle	Mriofin@me.com	01/15/2019	I live next to the proposed development. It will create too much traffic.
61 Ahniveeree Walker	CA	aviwalker@comcast.net	01/15/2019	.
62 Laura Smith	3180 Glen lane.	Bootiekay@gmail.com	01/15/2019	I have lived here for 37 years and have seen a lot of growth, we need to maintain what was put into the plan many years ago and that was 2 acre minimum. We moved here to be in the country. But as I have seen many times before money talks. And the developers don't live here.

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	NAME	ADDRESS	EMAIL	DATE SIGNED	COMMENT
63	Dana Murray	4631 Waterstone Drive	danabmurray@yahoo.com	01/15/2019	To keep the larger lots and semi rural feel that makes this area different. There can be tract development but this appears to be so cookie cutter. Break things up make the homes semi custom so it feel unique. What about much larger lots with grapes planted on them. After all it is on Vineyard. From Baseline south to the county line and Watt east to Foothill Blvd should all be of a larger custom home type and feel with grapes and equestrian thrown in the mix. Dana Murray
64	Kathleen Read	2995 Baseline Rd	kathleen.l.read@gmail.com	01/15/2019	There is already far too much traffic on Baseline and Cook Riolo. Adding another development will increase the traffic further.
65	Laura Ball	8109 oak ave roseville ca	laurasono1@yahoo.com	01/15/2019	I live in this neighborhood
66	Robert Townsend	4630 Waterstone Dr., Roseville, Ca. 95747	fundctr@comcast.net	01/15/2019	The additional traffic that will be created will have to use Crowder to exit, or Vineyard. If Vineyard was extended to Walerga I would feel differently.
67	John Bustos	8903 Caspian Court	jbustos@surewest.net	01/15/2019	Over Congestion
68	Dave Killer	9000 Pinehurst Dr	killendr7@yahoo.com	01/15/2019	Keep property values up and retain the look and feel of the area. I'm not against development but would like to see a lot size minimum of 1 acre and a range of 1 to 3 acres.
69	James Dennis	CA	sixofsix@aol.com	01/15/2019	This area is designated a rural housing area and is surrounded by large rural lots. This high density development, if approved, will impact the rural lifestyle of the surrounding neighborhood, increase traffic on a road not designed for that amount of traffic, increase the urban "light blight" in the area, and potentially impact already overcrowded neighborhood schools.
70	Steve Micheli	CA	stevemicheli@comcast.net	01/15/2019	quality of live in Roseville as we now it and not starting a trend of over building
71	William Finger iii	8080 Milnes Ave	Wfinger@msn.com	01/15/2019	I like my country living go build down baseline at Watt
72	Joe Peck	3793 Westchester Drive	joepeck7975@comcast.net	01/15/2019	The local infrastructure cannot support this additional expansion. Also, the proposed development appears to be poorly planned with extremely small lot sizes.
73	Isabel Herrera	2860 Central Ave	Mrs59rag@gmail.com	01/15/2019	I am against over crowding
74	Liz Crawford	3220 Central Ave.	palominoowner@yahoo.com	01/15/2019	Will be too much traffic. And I have safety concerns over the impact.
75	Shawna Snyder	4333 Secretariat Way	shawna_93257@yahoo.com	01/15/2019	We moved to keep away from the daily traffic, loud streets and enjoy a country feel .
76	Brittany Gordon	1652 Alnwick Dr	brittanygordon911@gmail.com	01/15/2019	I grew up in this small community. It is heart breaking to watch the farm land slowly become large city. With high density housing comes crime and destruction of natural resources.
77	Sandra Smith	4070 PFE Road Roseville CA 95747	Smithasandra@yahoo.com	01/15/2019	To preserve our rural community!
78	Anne-Marie Farr	1607 Revere Dr	AmIfarr@yahoo.com	01/15/2019	Those that live in that area chose that area to live because they wanted more land and less development.
79	David Hanjiev	California	dhanejiev@gmail.com	01/15/2019	I do not want to live near dense housing.
80	Kimberly Johnson	California	Kijohnson0907@gmail.com	01/15/2019	We would like to keep the rural feel to our neighborhood and avoid all the additional traffic this would bring to the community
81	Krissy West	3200 Central Ave Roseville	krissyw77@gmail.com	01/15/2019	I love our little rural community and the open pastures we have remaining.
82	Shirley Yang	CA	mosky8@gmail.com	01/15/2019	Maintain our current rural lifestyle.
83	John Eslinger	8527 Indianwood Ln, Roseville CA 95747	John@buildersadv.com	01/15/2019	Quality of life
84	Jackie Willard	Anacapa Dr.	snowbunny2612@yahoo.com	01/15/2019	Roseville is my home and there are already too many people here that our roads cannot handle all the new traffic!
85	Terry Sherrill	1546 Misty Lane	tdszinman@gmail.com	01/15/2019	Just moved to the neighborhood and would like to keep it the way it is. There is plenty of room for high density development west of here down Baseline Rd.

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86 James Treis	8390 Eva Lane	Treis_Family@hotmail.com	01/15/2019	Increased traffic on Vineyard leading to more cars running the stop sign at Vineyard and Eva Lane.
87 Martin Calderon	4340 Whirlaway Court	WGcalderon@aol.com	01/15/2019	Roads will be overcrowded.
88 Carl Foote	2175 Central Ave, Roseville, Ca 95747	footecarole@hotmail.com	01/15/2019	We have lived in this area for over fifty years and like the rural atmosphere. We do not need more growth, traffic or housing. It is extremely difficult getting onto Baseline Road now and I would hate to see what it will be like with all these proposed homes.
89 Sean Zhong	California	sz_uop@yahoo.com	01/15/2019	Preserve our life style
90 Brandon Morgan	CA	brandon.morgan2177@yahoo.com	01/15/2019	I have lived along Vineyard Lane all of my life and so has my family 60 years before. Over time more and more housing developments have been popping up, prompting animals to be pushed out of their homes into smaller and smaller areas. Vineyard Lane is a nice stretch of calm rural road and it is sad to see it become more and more crowded and stuffed with buildings.
91 Carol Storemski	4333 Majestic Prince Way Roseville 95747	Caski28@aol.com	01/15/2019	We have enough homes in this area and to lose all these acres which a lot have cows and beautiful trees is a shame to see gone. It will bring more traffic noise and ruin this wonderful countryside which we all enjoy living next to. Save Roseville!!
92 Guowei Li	CA	liguowei70@yahoo.com	01/15/2019	Keep traffic and crowd out of dry creek community
93 Lynda Rocha	9210 Pinehurst dr roseville ca 95747	lk.r100@hotmail.com	01/15/2019	Moved out here to out in the County. The traffic will be horrible. The people already drive way dangerously fast on vineyard.
94 Martin Mudron	3200 Mercedes Place	mudronmartin@gmail.com	01/15/2019	Congestion, lack of roads. It's bad enough with the traffic already, now had at least another 127 cars. That adds noise, pollution. We moved here to be away from subdivisions. That is at least 127 more cars speeding down vineyard.
95 Saab Bagri	3433 Lanie Ct	Saab.bagri@yahoo.com	01/15/2019	Rural feel and home value
96 Irina Makovsky	4309 Sir Barton Ct	imatushevskiy@hotmail.com	01/15/2019	Every morning there is traffic on PFE. There was no traffic like this when we first bought our home. We want to keep this area safe and rural. Thanks!
97 Randy Rich	9421 eagle springs court	rrich@kloveair1.com	01/15/2019	I moved into thi area to have a real country feel. In 8 years I have watched 5 subdivisions go up around us. Roads aren't capable of handling the traffic.. already overcrowded
98 stanley del dotto	8390 cook riolo road roseville ca 95747	standd@gmail.com	01/15/2019	we are country not city
99 Vicki Kondrad	2200 Vineyard Road	ykondrad@gmail.com	01/15/2019	I've lived in this dry Creek area for about 11 years now. It's special to me and my family. It's usually quiet and plenty of room for my daughter to play.
100 Amanda Buccina	2820 Pfe rd Roseville CA 95747	amandabuccina@yahoo.com	01/15/2019	I live in the Dry Creek neighborhood and am sickened by every field and open space containing a Development Proposal sign. I don't want more traffic and more people. I don't want every open space to be a housing development. I want the open/empty spaces left alone.
101 Mark Glaner	3808 Saint Julien Way. Roseville, CA 95747	mark.glasner@gmail.com	01/15/2019	Dry Creek is the last rural oasis in a part of Roseville surrounded by out of control residential development.
102 Brooks Whitehead	4485 Seabiscuit Drive, Roseville, CA 95747	Rbrookswitehead@gmail.com	01/15/2019	This will generate traffic congestion, noise, air pollution, localized water problems and destroy our rural lifestyle.
103 DALBAG & TEJINDAR RAN	CA	tkrandh@gmail.com	01/15/2019	This is important to me since we built our home 10yrs ago, we have raised our children in a quite uncrowded neighborhood.
104 Amanda Richardson	1441 Everett Way Roseville ca 95747	Manda8229@aol.com	01/15/2019	This will cause a burden not only on our neighborhood but our schools. They are already close to being overwhelmed to add this many would surely make it worse.
105 Marc Silva	4042 Kenwood Way	mrmarc2385@yahoo.com	01/15/2019	Property Values
106 Victor Radican	8190 Brady Lane	Vickiea7325@hotmail.com	01/15/2019	Because I live on Brady and have been here for 40 years.

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	NAME	ADDRESS	EMAIL	DATE SIGNED	COMMENT
107	William O'Neil	CA	billoneil@surewest.net	01/15/2019	We are expanding too fast and need to slow down instead of maximizing land density. larger lots mean less people and better water supply.
108	Jon Fenske	2729 Country Place Dr, Roseville CA 95747	jpfenske@gmail.com	01/15/2019	Negative impact on traffic, air quality, historical nature and ambience of Dry Creek area.
109	Barry Stillman	3180 Tiny Lane	barryandpatti@comcast.net	01/15/2019	1. Compliance with community plan 2. Vineyard Road cannot take that much traffic.
110	Beth Frkovich	CA	bfrky1968@yahoo.com	01/15/2019	Congestion and increased traffic on Vineyard.
111	Dale Tindel	8500 Indianwood Way	daletindel48@gmail.com	01/15/2019	This is a rural area and I would like it to stay that way.
112	Frederick Besana	California	fredbesana@gmail.com	01/15/2019	Stopping the high density growth in the rural setting of where we live is important....
113	Dyan Hogan	1765 Booth Rd	Mdhogan_1@msn.com	01/15/2019	I have lived here for 46 years and have slowly watched our small rural area be gobbled up by high density living. Roseville has so many new neighborhoods, and no infrastructure to support them. Our roads are too crowded, the crime has increased, the schools are impacted. There are so many new neighborhoods in Fiddymont Farms, I see no need to jam 130 more homes into this very small corner of land. I would rather see it divided into 1 to 5 acre parcels with homes, as those types of residences are in high demand in our area.
114	PATRICK MEADE	8534 SANTIAGO CIRCLE	pat.meade@earthlink.net	01/15/2019	LETS NOT TURN OUR DENSITY INTO Southern California
115	Collin Robinson	California	cdrobinson55@gmail.com	01/15/2019	I love living here, please stop trying to make it such a big city.
116	Tien Nguyen	8700 Oakmere Ct, Roseville, CA 95747	tienws@yahoo.com	01/15/2019	Maintain rural environment and limit traffic and noise.
117	Andre Mako sky	4309 Slr Barton Ct	makovsky_a@yahoo.com	01/15/2019	This area is already over developed and over congested. When we take kids to school in the morning there is constantly traffic. The reason of why we bought a home in Dry Creek is because its quiet rural area and I want to keep it that way.
118	Sheila Smith	CA	pantherpwr@juno.com	01/15/2019	I live here and want to stop high density development.
119	Patrick Faddis	2780 central ave.	Patrick.faddis@gmail.com	01/15/2019	Want to stay rural
120	Charlie Chaleunsky	9813 Sword Dancer Dr. Roseville , ca	Charway789@yahoo.com	01/15/2019	Protecting home values
121	Keith Rose	4443 Cheval Way, 95747	keitha320@me.com	01/15/2019	Why is there such a push to build more homes when we are in a Drought? This plan is greed driven. We don't need more congestion.
122	Svetlana Hanjiev	CA	lanak_17@yahoo.com	01/15/2019	The entire reason I moved to this area was for the rural life style.
123	Michael McKenna	8511 St. Germaine Ct.	mike@mckennafire.com	01/15/2019	Too many people and too much traffic will result of this project.
124	Don & Khin Libolt	9380 Rawhide Ln	donlibolt@gmail.com	01/15/2019	Crime & Traffic
125	Michael Thornburg	2345 Baseline Rd	info@lavendesign.com	01/15/2019	
126	richelle ocon	9741 Sword Dancer Drive Roseville Ca. 95747	rich74_ny3@yahoo.com	01/15/2019	congestion, traffic, public safety
127	Derek Kirm	8537 indianwood way, roseville ca	realestate@derekshomes.com	01/15/2019	I live within 1/2 mile of proposed development.
128	Shaun Hilton	3836 Muirwood Ln Roseville CA 95747	hilton@mac.com	01/15/2019	High density developments will change the character of the dry creek community for the worse. We do not want Brady Vineyards to go in nor any development like it in Dry Creek. Thank you
129	Joyce Burnett	CA	joyceburnett399@comcast.net	01/15/2019	We would like to preserve the country atmosphere.
130	Ramon Lopez	3663 Westchester Drive, Roseville, CA 95747	rlopezini@gmail.com	01/15/2019	Development needs to be limited/controlled and supporting infrastructure need to be in place before building commences.
131	Sundee Tumber	8727 Wentworth Ct, Roseville 95747	Stumber@hotmail.com	01/15/2019	Lack of resources (schools, parks), congestion, traffic, police, and disturbance to quality of life.



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132	Chuck Barsdale	CALIFORNIA	chuckbars1@gmail.com	01/15/2019	preserve my rural life style
133	R Bell	Country Place Drive	imabel22@yahoo.com	01/15/2019	Concerned about traffic.
134	Matt Russell	1975 Vineyard Rd.	mdrussell77@hotmail.com	01/15/2019	We moved to this area to be in the country and enjoy having our quiet space filled with trees, land and wildlife.
135	Summer Beaman	3650 Bridlewood way	sjbeaman@msn.com	01/15/2019	I would like to stop it because it will be busier and the animals NEED homes too!!
136	Pauline Sakai	2151 Baseline Road	sakaip@surewest.net	01/15/2019	I have been a resident of Roseville since 1982 and was attracted to the rural lifestyle. This subdivision is exactly the opposite to why I moved here. The housing is too dense and the traffic is getting to be terrible.
137	Susan and Greg McAtee	8393 Bianchi Rd	Gsmcatee84@gmail.com	01/15/2019	We live in the neighborhood
138	Joshua Go Forth	1917 morella cir roseville ca 95747	joshgoforth@hotmail.com	01/15/2019	My family lives nearby, my children go to creekview ranch. We all moved to this area of Roseville to get away from the congestion. Enjoy the rural area. The area has already expanded dramatically, without fully understanding the impact and giving sufficient time to note the effects. Every plot of land does not need to be built on in places county.
139	Kara Keister	CA	karakeister@msn.com	01/15/2019	We moved here because of the rural community and large lots in the area. We are disappointed and are considering moving out of this area due to the continuous development of these types of properties.
140	Roberta and Richard Matteis	3350 Central Avenue	robmatteis@comcast.net	01/15/2019	It is essential that we retain the rural character of our community.
141	willie pruit	8555 edenbridge wy	wbpruit@aol.com	01/15/2019	It is important to maintain a "rural" environment. Also, this plan will create a terrible traffic problem.
142	Daniel Gehweiler	2785 Liberty Lane	Carolgehweiler@yahoo.com	01/15/2019	Live in the Dry Creek area, I don't want to see our rural lifestyle disappear. Traffic is getting bad already without bringing in more homes to the area, as well as all the other problems this will generate.
143	Erik Meyers	8120 Carolyn Ct	erikmeyers@me.com	01/15/2019	Our neighborhood is unique in that it is rural suburban. This development works against that. I also have concerns about how this will effect our water table.
144	Leah Mudron	3200 Mercedes place	Leahgoforth@hotmail.com	01/15/2019	No more traffic keep our rural area rural we don't need more houses cramped on top of each other
145	Regan J.	CA	rwjrd@comcast.net	01/15/2019	Just make it less dense. Too difficult to subtract. half the proposed houses along with better ingress/egress.
146	Sandra Hughes	3940 Crystal Downs Court	sanhughes_2000@yahoo.com	01/15/2019	Am concerned about traffic, noise, etc. Also that developers will try to built new homes on the Morgan Creek Golf course.
147	Lorene Scott	8148 Cook Riolo Road	msysum@outlook.com	01/15/2019	I am 97 and have lived in this community for over 50 years we need to keep it the way it is to preserve the life everyone moved her for.
148	Bruce Wilson	3610 Hazeltine Lane, Roseville	bwilson223@yahoo.com	01/15/2019	This will create traffic congestion, noise, air pollution and ruin our rural life style.
149	Don Kennedy	California	djk@surewest.net	01/15/2019	I live here and want to stop high density development.
150	joe sanfilippo	CA	morgankvilla@comcast.net	01/15/2019	I don't mind development of the property in question, but it is the high density portion of the plan that I object to. We bought here specifically for the rural lifestyle and proximity to city amenities. Let's keep it that way.
151	Tim Murphy	California	radtaz39@aol.com	01/15/2019	The roads that support this area will no handle additional traffic with their current condition and design. Putting a high density housing project without the infrastructure in place will make this rural area unsafe and lose the appeal. Development is coming to this area, I would rather see the lot size increase to better match the development that is in the area.



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	NAME	ADDRESS	EMAIL	DATE SIGNED	COMMENT
152	Dee Johnson	8300 Cook Riolo Rd	santo6429@aol.com	01/15/2019	More land taken away from wild life and gives them no place to go and makes them more of a nuisance around homes, not their fault, they are driven out of their homes. The creek near by attracts them. lots of traffic on Cook Riolo is not good and there is enough now and with children walking home from school with more traffic is not good for the kids either. More air pollution which is not good for any of us. Our natural lifestyle is what we moved here for and one of the most beautiful areas in Roseville still giving us land for our animals and the way of life we moved here for. please do not let the subdivision ruin this for us, Will be more costly as we may be forced to hook up to sewers and water and not everyone can afford this especially when retired and on fixed incomes. Please keep this one beautiful lifestyle in Roseville the way it is, a rural lifestyle we moved here for.
153	Katherine Roberts	4821 Waterstone Drive	kwroberts@surewest.net	01/15/2019	I moved to this rural area because its rural. It's one of the few left in Roseville. Why does greed have to destroy beauty.
154	Song Hee Cha	3913 Creekstone Ct.	songheecha@yahoo.com	01/15/2019	I would like to keep rural lifestyle.
155	Barbara Torgerson	United States	torgerson@surewest.net	01/15/2019	I live in this specific area and have been her since 1986. Moved to be in a rural community!
156	Vance Valencia	2866 PFE Road, Roseville, Ca 95678	vvalencia05@yahoo.com	01/15/2019	Do not want our land to be over built and over congested with so many people, we bought out here to get away from over crowded neighborhoods.
157	Cathie Kirschke	CA	cathiekirschke@yahoo.com	01/15/2019	We are in rural area for a reason. Push it away from this area please. Also our road system with existing bridges are only one lane and already back up horribly.
158	Christian Huntington	110 Eriswell Court	christianhuntington@gmail.com	01/15/2019	My mother lives on Brady Lane.
159	Laura Bullard	2065 Carol Lane	bullardl@aol.com	01/15/2019	This area is a county area that people moved into to be part of a rural atmosphere. It was zoned 2 acre minimum and now developers are simply walking around the standards that were set years ago--and hoping that no one is paying attention. It is time to stop this invasion of the lifestyle that people bought into and will now be ruined by a few individuals trying to make a buck--at the expense of everyone else.
160	Gary Burnett	4034 Ravensworth Place Roseville	garyburnett399@comcast.net	01/15/2019	keep home values and preserve rural lifestyle
161	Peter Cooper	9270 Pinehurst Drive	petecooper03@yahoo.com	01/15/2019	I live nearby
162	April Go Forth	3200 Mercedes Place, Roseville, CA 95747	rise@citilink.net	01/15/2019	There are few areas left with agriculture potential in this community, being rural and yet convenient to services. Impacts of rezoning and dense population in this community will literally destroy Dry Creek as it has so many rural, quality-of-life areas that are now congested, polluted, paved and environmentally eroded. We must band together to protect a quality of life we sought in this area.
163	Suzanne Wendorf	CA	Szwnd12@live.com	01/15/2019	I don't support the extra congestion of traffic, we moved out here to have some peace and quite in a safe area. Build some place else, not here in country living.
164	Olga Smirniva	1601 vineyard rd Roseville	Dessert75@gmail.com	01/15/2019	I live close to this community. It is an island of rural area in a busy City. Roseville lost a lot of that in the past few years. We do not the one Dry Creek to lose that too. It is unique and very special and need to be preserved.
165	Savithri Kunnath	9716 sword dancer drive	Kunnathsavithri@yahoo.com	01/15/2019	To prevent congestion and maintain the calm and rural life style
166	Noe Fierros	Kenwood way	tapirhd@yahoo.com	01/15/2019	because
167	Roger Snyder	CA	kogersnipter@gmail.com	01/15/2019	We moved to this area to be more remote, less traffic and keep a country feel to our daily lives. Roger Snyder
168	Ruben Lucero	9330 Eagle Springs Place Roseville, CA	lumac@me.com	01/15/2019	Overcrowded schools and roads.
169	Mark Walike	8911 Belford Ct Roseville CA 95747	markwalike@gmail.com	01/15/2019	Too much housing being built which increases traffic and decreases quality of life in a rural setting.
170	Renee Cornell	CA	reeneccornell7@yahoo.com	01/15/2019	We love the rural feel of neighborhood and surrounding areas. We do not want a subdivision which will take away one of the reasons we purchased in this area nor do we want the additional traffic congestion that will accompany a housing development as large as this proposed development.



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	NAME	ADDRESS	EMAIL	DATE SIGNED	COMMENT
171	Sheila Lopez	CA	sschultz786@gmail.com	01/15/2019	My husband and I just moved to Morgan Creek recently only to discover the owner/builder has plans to close the golf course & put high density housing there. We should stop this overreach now.
172	Shannon Knight	8610 San Lucas circle	6george@msn.com	01/15/2019	The proposed Development would cause congestion that cannot be supported by the current infrastructure. Would negatively impact (Livestock, horse property)
173	Jennifer Lamson	9490 Pinehurst drive Roseville ca 95747	Jenjup@gmail.com	01/15/2019	I want to preserve our natural habitat
174	kiran dugal	California	kirandugal@hotmail.com	01/15/2019	I like the way it's now, quiet and open
175	Lisa Mendenhall	8525 Manor Rd, Roseville	lisam.mendenhall@gmail.com	01/15/2019	Preserving the rural area
176	Jocelyn Sarmiento	840 Shearer Street	Mamajoe@gmail.com	01/15/2019	My kids go to Creekview Ranch and my family has lived in Roseville for 20 years. I don't want to see that beautiful stretch of land destroyed by traffic and congestion. I also don't want to overcrowd my kids already crowded school. Thank you, Jocelyn Frago- Sarmiento
177	Jamie Rebo	1421 Billington Lane	jturtle2001@yahoo.com	01/15/2019	They will destroy the wildlife in this area. Plus water! We have had multiple droughts over the years. How can we build more houses with potential droughts upon us?
178	Juli Hilton	3836 Muirwood Lane, Roseville, CA 95747	julihilton21@gmail.com	01/15/2019	to preserve our rural lifestyle and the open space around us
179	Lihong Liu	CA	liulihong70@yahoo.com	01/15/2019	too crowded, too much traffic within rural dry creek community
180	Sharon Murray	9789 Sword Dancer Drive	Smurray2470@gmail.com	01/15/2019	Impacts the roads and infrastructure along with an increase in crime and loss of property values.
181	Lorna Sysum	8130 Cook Riolo Road	jlsysum@surewest.net	01/15/2019	We have live here for over 50 years and seeing the lifestyle we moved out here for slip away is sad. It seems no one wants to represent what our community wants. I will sign this petition with little faith that it will do anything to prevent the greed of the developers from moving on. This City is already way overcrowded what use to take 10-15 minutes to get to now can take 30-45 minutes. I really hope someone will represent what the people of this community truly want
182	Teresa Gustafson	3095 Vineyard Road	Jtgusjuly@gmail.com	01/15/2019	I live within walking distance of this proposed development. There is already too much traffic on Vineyard Rd. Where will the water come from to support the development and the people moving in? Police, Fire, Schools, natural inhabitants living on the property- these are also concerns. And many more!
183	Matthew Saunders	9428 Eagle Springs Court	mjbsaunders@gmail.com	01/15/2019	I moved into the area about one year ago from San Francisco, looking for the charm of a quiet rural community and which is what I have enjoyed for this past year. The Dry Creek area is a mazing beautiful rural landscape and I'm hoping we can preserve it that way!
184	Joe Reding	8391 Eva lane	Rosevillejoe@gmail.com	01/15/2019	Support of it.
185	Simran Bagri	3433 Lanie Ct	Simran_bagri1@yahoo.com	01/15/2019	Rural lifestyle, home values, and over congestion
186	Sonja Sorbo	8534 Brackenwood Court, Roseville, CA 9574	ssgasdoc@yahoo.com	01/15/2019	I would like to see the Dry Creek area maintain its rural feel; large open spaces like the property in question are what gives character to the area. Additionally, this open area supports a variety of wildlife, particularly hawks and pheasants.
187	Della Walker	3967 Muirwood Lane	farmgirl60@gmail.com	01/15/2019	This area is impacted enough. Already have a traffic problem. Hate to see it get worse.
188	Tiffany Fimbres	110 Clinton Avenue Roseville CA 95678	Tiffanyfimbres@gmail.com	01/15/2019	To keep our neighborhood quiet and less traffic.
189	Arthur Baird	3843 Kenwood Way	artgbaird@gmail.com	01/15/2019	potential traffic increase
190	Jackie Fierros	Kenwood Way	fierros2@yahoo.com	01/15/2019	Quality of life.
191	LeighAnn Jordan	CA	leighann.zeros@gmail.com	01/15/2019	Traffic issues and drainage issues it will cause to my property.

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NAME	ADDRESS	EMAIL	DATE SIGNED	COMMENT
192 Nanette Frink-Porta	2108 Carol Lane Roseville CA	nanettefrink@yahoo.com	01/15/2019	Important for people to have quiet and space between homes- this hasn't ever been a congested area and the new gated developments on Main Street and ones with HOA's are built too close together-I don't want to hear my neighbors that much!
193 Nasrin Bakir	8500 Manor Rd	nasrin5500@yahoo.com	01/15/2019	Nature, ranches, quiet surroundings, less traffic, and clean air characterize this area; thats why we bought our house here .
194 Arden Shaw	1431 Kingswood Dr Apt 21q	Catmom55@Comcast.net	01/15/2019	I would like to see nature areas kept wild.
195 Dan Lopp	9401 Courtney Way	dan.lope@comcast.net	01/15/2019	Development is okay if guide lines reasonable. High density is not reasonable. Minimum lot side should be 1/3 acre. these zero lot lines are not acceptable. Consider single story homes for our aging community, 50+ min age.
196 Mark Smith	8112 Stickles Lane	newmarksmith@gmail.com	01/15/2019	Don't want the extra traffic or high density housing on vineyards or cook riolo.
197 Tracy Herson	2510 Vineyard Riad	tracy.herson@outlook.com	01/10/2019	Concerned about traffic and environmental impacts in our area.
198 Gilbert and Josette Humpherys	2642 Central Ave	Gjhumpherys3648@gmail.com	01/08/2019	To preserve our lifestyle and rural community.
199 Carole Piombo	3847 Muirwood Lane	Cpiombo@surewest.net	01/08/2019	We moved to the area the rural life. High density development will add more traffic, crime and people.
200 Molly Naake	Roseville, CA	mollynaake@gmail.com	01/08/2019	My family and I are long time Dry Creek Community residents and are very sad to see all of the development and changes over the years.
201 Paul Mocny	3220 Central Ave.	PaulMocny@yahoo.com	01/08/2019	We don't mind building within the current zoning requirements but rezoning for higher density is unacceptable. Too much traffic as it is.
202 sergey cheban	3211 Lori ct	scheban21@gmail.com	01/08/2019	traffic, noise, air pollution,water problem and destroy our rural lifestyle
203 Elizabeth Waters	California	danlizwaters@gmail.com	01/08/2019	I have rural property in the area and am interested in preserving the zoning and rural lifestyle that we came here for in the first place.
204 Gina Nielsen	9260 Pinehurst Dr., Roseville, CA 95747	ginielsen1519@yahoo.com	01/08/2019	noise, traffic, pollution, and destruction of open space.
205 MRS PEGGY SARINA	9485 PINEHURST DR	psarina@mycci.net	01/08/2019	A subdivision with that density will create traffic congestion & "big time" on a two lane road. There's a school near by and it will create a danger for the children walking to school. This is a rural area and the noise, air pollution, and water problems will destroy that life style. Halt this disaster!
206 Lily Holy	Wakehurst Court	lily.holy@yahoo.com	01/08/2019	There is a rarity to the Dry Creek area that makes it so beautiful, peaceful and enjoyable to live in. To lose that would be a tragedy.
207 Jerry Olson	8520 Manor Road, Roseville, CA 95747	jovoh2o@sbcglobal.net	01/08/2019	This high density housing is completely contrary to the rural like area where we live. I live here specifically for this relaxed and quiet region. There already is too much non local high speed, noisy, and stop sign running traffic that uses Vineyard and other nearby streets for shortcuts through the neighborhood. There is plenty of other nearby areas being developed with dense housing as well as a great amount of open and available land rather than squeezing a dense housing development within our semi-rural peaceful area.
208 Frances Elliott	1454 Lorimer way	Francesde@surewest.net	01/08/2019	I feel we don't need anymore houses in Roseville. This use to be a nice quiet town, now the streets are so busy, we too many accidents, the schools are over crowded, and the cost of living here in Roseville as gone up so much people are going to start leaving. I remember when it was just Hulett Packard and Walmart, all the new additions are nice, but it's beginning to be ridiculous and overwhelming.
209 Carol Fisher	CA	carolfisherstockman@yahoo.com	01/08/2019	Want to maintain the rural lifestyle. This will not increase our property values. It goes against the community plan.
210 John Williamson	8360 Eva Lane	johnwilliamson@surewest.net	01/08/2019	It is in my neighborhood just down the street.
211 William Carter	9725 Sword Dancer Dr.	william.carter@mac.com	01/08/2019	High density housing is not necessary nor beneficial to this rural community.
212 Flo Peck	3793 Westchester Drive	Flo.peck@yahoo.com	01/08/2019	Our streets will not be able to handle these houses, overcrowding, need to conserve what little land we have left.
213 Ashley Kittle	1741 bamboo street roseville ca 95747	ashleykittle1@gmail.com	01/08/2019	Already too congested

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NAME	ADDRESS	EMAIL	DATE SIGNED	COMMENT
214 Anthony Rocha	CA	tvr100@hotmail.com	01/08/2019	I don't want the area to lose the rural feel.
215 Ed and Roxana Khachadourian	4011 Ravensworth Place	2khach@earthlink.net	01/08/2019	Would totally ruin the ambiance of the area. Also the roads are not sufficient to handle the increased traffic.
216 Michael Vechtomov	9471 Billy Mitchell Blvd. Roseville, CA 95747	mvechtomov@gmail.com	01/08/2019	last year I bought 2.5 acres lot in Dry Creek community, planning to build a house and enjoy rural lifestyle for my family, I have choose this place keeping in mind that zoning wont allow to have high density development in this area, otherwise I would not invest my money in property I bought
217 Robin Parker	California	parker4@surewest.net	01/08/2019	Want rural community with minimal traffic and people.
218 Megan Kilpatrick	8621 San Lucas Circle	megankilpatrick@surewest.net	01/08/2019	I want to maintain our current lifestyle and landscape.
219 Kathy Fields	CA	katfields@comcast.net	01/08/2019	I grew up in a rural setting and was thrilled to find a home of my own for the last 25 years in our little piece of country! I am discouraged to see the continued intrusion of high density housing closing in around me. The wildlife I enjoy is slowly being pushed out, the traffic congestion on Vineyard is ever increasing and becoming dangerous, there is no attention paid to traffic signs, and the noise is changing from sounds of nature to sounds of nonstop traffic. I would rather hear the sound of a cow mooing, than a harley rapping its motor! I don't want to be surrounded by any more houses or people. Please stop this development! No more!!
220 John Hill	CA	jhillconstruction@mac.com	01/08/2019	My wife and I recently moved to this neighborhood to live in a rural setting, everyone that comes to our home comments on how they cannot believe how it feels like they are in the country. If subdivisions continue to build out in this area we will not have the country feel and our housing values will also decline.
221 Robert Raetz	8473 Eva Lane, Roseville California 95747	braetz@comcast.net	01/08/2019	We moved out here to get away from the hustle and bustle of high density city life. It was one house per acre or one house per two acres. Now the traditional lot size has been thrown out for new development while owners of existing houses cannot subdivide to the same standards of the proposed development. In addition, the traffic and noise that will come with the high density development will substantially reduce our quality of life.
222 Deborah McSherry	CA	debmcsherry@gmail.com	01/08/2019	I live in Morgan Creek where the owner of the golf course has also submitted plans to develop the golf course into houses. I moved here for the open space, nature areas and limited building. It seems once the door is open the flood happens, we in Morgan Creek are here to help our Dry Creek Neighbors! My parents lived on Glaser Lane for years, I understand our area, I support our area!
223 Kristen Meyers	8120 Carolyn Court	krissyanderik@yahoo.com	01/08/2019	we bought a home in dry Creek specifically to live in a rural area. We don't want to see this destroyed, there are plenty of homes available in many other areas, please don't destroy this beautiful area!
224 Paula Agostini	3663 Westchester Dr, Roseville	hapisle@sbcglobal.net	01/08/2019	Will increase, traffic, pollution and won't be supported by infrastructure.
225 Bryan Alcorn	8515 Santiago Circle	balcornius@gmail.com	01/08/2019	Excess congestion and water issues.
226 Shawn Bates	CA	shawnbates@comcast.net	01/08/2019	If this project gets approved as submitted the traffic on Vineyard and Brady lane will become terrible. The project is not adding anything for the community but traffic and urban sprawl. At the very least they should have a community park.
227 Sean Smith	2800 Vineyard Rd	sean.smith3268@gmail.com	01/08/2019	Traffic impact on Vineyard Rd. Impact to Creekview Ranch school. Did I mention traffic
228 Tiffany Schell	3693 Westchester Dr.	schelltc@gmail.com	01/08/2019	I don't want to loose the rural feel of our area.
229 Mary Anne Bates	CA	maryannebates@comcast.net	01/08/2019	Oppose high density lots.
230 Jay Garnett	9365 Pinehurst Drive	3ing@comcast.net	01/08/2019	There is way too much building going on already for this area. Traffic is already getting worse and there is already thousands of new homes being built in the area. We don't need more urban sprawl.
231 Terry Benson	3060 Jimmy Way Roseville, CA	tbenson986@gmail.com	01/08/2019	We moved from Palo Cedro, CA where we owned 3 acres in January of 2017. We moved to this location because it was a good transition for us. Still in Roseville but in a more rural setting. We like the quiet, less traffic and rural atmosphere.

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	NAME	ADDRESS	EMAIL	DATE SIGNED	COMMENT
232	MICHAEL SYSUM	CA	msysum@gmail.com	01/07/2019	I have lived out here my entire life, I have watched Roseville grow from 16k people to what it is today. When it was time for me to move out of my parents house I decided to live in this community because of the lifestyle. Open land, agriculture, peace and quiet. Please Please stop this I am even discouraged with the development on the corner of Vineyard and Cook Rioio.
233	Diane Kerr	CA	diane-kerr@hotmail.com	01/07/2019	Too much traffic, will impact already over crowded schools.
234	Mark Mossawir	CA	memossawir@comcast.net	01/07/2019	We moved here to get away from San Jose which was destroyed by knocking down the orchards and plowing under the fields and building houses up to the curbside. High density development destroyed the rural environment in San Jose. Don't need it here.
235	Sarah Little	CA	slsexton101@gmail.com	01/07/2019	With more and more housing being built, the natural landscape is being destroyed. I understand it's all about money. I would like the pollution, increased traffic, noise, crime and litter to not ruin what is left of dry creek. Please build, if you must, fewer houses on larger lots.
236	Richard Riedman	8430 Eva Ln	Riedmanranch@comcast.net	01/07/2019	The traffic on vineyard both pedestrian and vehicles. Also our rural lifestyle is being destroyed. I realize development of some type is inevitable. However it should enhance our community not degrade it. If that development is allowed where does it stop. It should stop at the city limits.
237	ANDREW LITTLE	4122 Grice CT Roseville	rocklin662@gmail.com	01/06/2019	There is too much development and traffic in this area
238	Andy Timothy	4009 Wakehurst Court, Roseville, CA. 95747	andy.timothy@yahoo.com	01/06/2019	Vineyard Road is a rural, two lane county road. Adding high density development using this road will overwhelm this area with traffic.
239	Chuck Anderson	2219 Carol Lane	cdanderson14@comcast.net	01/05/2019	Quality of life issue.
240	Angeline and Alfred Scott	9391 Courtney Way, Roseville, CA	Alnangi@yahoo.com	01/05/2019	We purchased our home because of the neighborhood and its beautiful surroundings. This development proposal threatens the uniqueness and beauty we enjoy, not to mention the imminent decline of value and ambiance we currently enjoy.
241	Dave Herson	2510 Vineyard Rd	dave.herson@outlook.com	01/05/2019	Because it changes the zoning laws already in place. I feel this may open the floodgates for other land owners in the area.
242	BRIAN MCDOWELL	3622 SHINGLE CREEK CT.	bmcdow4696@aol.com	01/02/2019	This land is being proposed for high density housing and should remain in a more rural atmosphere.
243	Steven Powell	3828 Oakland Bay	stevenepowell@me.com	12/29/2018	To effect change
244	Craig Hobday	2480 Vineyard Road Roseville Ca	Craig@chobday.com	12/29/2018	Keep our rural lifestyle, to much traffic on our rural streets.
245	Matt Reginato	California	grassroots916@yahoo.com	12/29/2018	Traffic
246	chuck and lois barsdale	2810 vineyard roseville ca.	loisv8@gmail.com	12/29/2018	maintain our rural lifestyle
247	GARY VOET	CA	garyvoet@gmail.com	12/28/2018	For all the reasons stated why this petition is being generated -- pollution, traffic congestion, water, etc. -- keep rural areas rural.



LETTER 3: DRY CREEK NEIGHBORS

Response to Comment 3-1

Many of the individual comments in the comment table provided by Dry Creek Neighbors do not specify the commenters' precise concerns related to the Draft EIR analysis and/or whether they believe the Draft EIR does not adequately address their generalized concerns. In keeping with CEQA Guidelines Section 15088(c), as recently amended by the State, the level of detail contained in a response may correspond to the level of detail provided in the comment (i.e., responses to general comments may be general).

Many individual commenters brought forth concerns generally related to the rural nature of the project area. In *Preserve Poway v. City of Poway* (2016) 245 Cal.App.4th 560, the Appellate Court evaluated whether community character is a consideration per CEQA and whether changes to community character or social impacts constitute an environmental impact under CEQA. The Court determined that CEQA does not require an analysis of subjective psychological feelings or social impacts. Rather, CEQA's overriding and primary goal is to protect the physical environment. CEQA defines a "significant effect on the environment" as "substantial, or potentially substantial, adverse changes in physical conditions" (PRC section 21100, subd. (d)). Thus, the commenters' concerns regarding the rural nature of the area do not address the adequacy of the Draft EIR. Similarly, per CEQA Guidelines Section 15131, "quality of life" concerns raised by certain commenters are a social issue and do not require analysis under CEQA. The comments related to community character and quality of life have been forwarded to the decision-makers for their consideration. Certain quality of life issues, however, may be related to physical environmental effects, such as the level of noise experienced in an area, or the amount of pollutants. These types of effects are evaluated in the Draft EIR.

It should be further noted that numerous commenters expressed concerns related to development of the project site with high-density residential uses. Per the DCWPCP, the High Density Residential land use designation is defined to include a density range of four to 10 units/acre, whereas the Medium Density Residential land use designation is defined to include a density of two to four dwelling units/acre. The proposed project would include a density of less than four dwelling units/acre and, thus, is consistent with the Medium Density Residential land use designation. The proposed project would not involve the development of High Density Residential uses as defined by Placer County.

In addition, many individual commenters expressed concerns related to increased traffic in the area as a result of the proposed project. Impacts related to traffic are addressed in detail in Chapter 14, Transportation and Circulation, of the Draft EIR. As discussed therein, all study roadway segments, including segments of Vineyard Road, would meet applicable level of service standards under both Existing Plus Project and Cumulative Plus Project conditions. The majority of roadway segment concerns appeared to focus on Vineyard Road, west of Brady Lane. As shown in Tables 14-13 and 14-18 of the Draft EIR, as revised in this Final EIR, the two segments along Vineyard Road studied in this EIR, west of Brady Lane, operate at Level of Service (LOS) D or better in the existing plus project and cumulative plus project scenarios. The two Vineyard Road segments evaluated include: 1) Crowder Lane to Cook Riolo Road; and 2) Cook Riolo Road to Brady Lane. As noted elsewhere in this Final EIR, it is important to also consider the recent changes to the Dry Creek Joint Elementary School District (DCJESD) attendance boundaries resulting from the District's recent approval of a Facilities Master Plan. As a result of the attendance boundary modification, the project site is no longer within the attendance area



boundaries of Creekview Ranch School, which is a K-8 school; rather, the project site is now located within the attendance area boundaries of Heritage Oaks Elementary School (K-5) and Silverado Middle School (6-8). The project traffic consultant, KD Anderson, has confirmed that the attendance boundary changes would substantially reduce project trips on Vineyard Road and Cook Riolo Road in the AM peak hour (see Appendix A to the Final EIR), as compared to what was originally reported in the Draft EIR. For example, the project would contribute approximately 80 vehicles to Vineyard Road, west of the project site, during the AM peak hour, whereas, the Draft EIR school attendance assumptions resulted in a project contribution of 144 vehicles to this segment during the AM peak hour. This represents a 55 percent reduction in project-related trips along Vineyard Road, west of the project site, during the AM peak hour. Most of the traffic associated with school attendance would be redirected north of the site (e.g., through Brady Lane), but as demonstrated in Appendix A to this Final EIR, those roadway segments would continue to operate acceptably.

In addition to all of the roadway segments studied in the traffic analysis, the majority of study intersections would meet applicable LOS standards after taking into account the project's incremental traffic, with a few exceptions, only one of which is for the existing plus project condition. The Draft EIR (Chapter 14) determined that the project's incremental increase in traffic would cause the northbound approach of the City of Roseville intersection of Baseline Road/Brady Lane to deteriorate from LOS C to LOS D and the peak hour signal warrant would be satisfied. As noted on page 14-24 of the Draft EIR, the City of Roseville does not typically consider LOS at un-signalized intersections or roadway segments to be a significance criterion under CEQA. Nevertheless, the County elected to employ the following thresholds for unsignalized intersections in the Brady Vineyard traffic analysis:

1. For intersections currently (or projected to be) operating at LOS C or better, worsen operations to LOS D or worse and meet the MUTCD peak hour signal warrant.

Thus, under the existing plus project scenario, the proposed project would conflict with the LOS standards used to evaluate the unsignalized intersection of Baseline Road/Brady Lane.²

As noted on page 14-37 of the Draft EIR, installation of a traffic signal at the Baseline Road/Brady Lane intersection or restricting left-turn movements on the northbound approach would improve operations at the intersection to acceptable (i.e., LOS C) levels. However, given that the intersection is located within the City of Roseville, outside of the County's jurisdiction, completion of the required improvements cannot be guaranteed. Furthermore, the City Engineer has indicated that the City of Roseville would not require a signal as a result of the proposed project, and restricting left turns at the intersection is not currently recommended by the City. Thus, feasible operational enhancements to eliminate the above conflict are not likely to be implemented by the City of Roseville, and cannot be implemented solely by the County.

² As discussed in Chapter 1, and elsewhere in this Final EIR, the traffic impacts identified in the Draft EIR are related to the level of service (LOS) metric for assessing a project's traffic impacts, which the courts have recently rendered inapplicable for determining impact significance under CEQA. As a result of recent case law, discussed in Section 1.6 of the Introduction Chapter, the significance conclusions of the Draft EIR's LOS analysis have been removed, and the project's traffic impacts under CEQA are now being assessed using the vehicle miles travelled (VMT) metric. See Chapter 3 of this Final EIR, Impact 14-9, for the VMT analysis.



It is important to note that three other (signalized) study intersections would operate unacceptably during the existing plus project scenario, but these intersections already operate unacceptably under existing conditions, and before the addition of project traffic. Both Placer County and the City of Roseville standards allow a project to add a certain amount of incremental delay or volume to an intersection -- already operating unacceptably -- before considering the amount to be in conflict with their LOS goals.

For the three signalized intersections operating unacceptably under the existing condition, the proposed project would not conflict with the jurisdiction's thresholds, as shown below:

Intersection	Existing ¹	Existing Plus Project	Net Change	Relevant threshold(s)
Baseline Road/Foothills Boulevard (Roseville)	PM Impact only: LOS D Delay: 40.5	LOS D Delay: 41.0	0.5 sec delay increase	Roseville: 12.5 sec delay increase
PFE Road/Walerga Road (County)	PM Impact only: LOS E Delay: 71.0	LOS E Delay: 71.0	No delay increase	Placer County: 4.0 sec delay increase
Baseline Road/Walerga Road/Fiddymont Road (Roseville)	AM: LOS D Delay: 40.0	AM: LOS D Delay: 40.5	0.5 sec delay increase	Roseville: 12.5 sec delay increase
	PM: LOS F Delay: 81.0	PM: LOS F Delay: 81.0	No delay increase	

¹ The values in this table represent the project with 12 ADUs and school boundary changes.

With respect to Cumulative Plus Project conditions, the proposed project would not result in degradation of any intersection from an acceptable LOS to an unacceptable LOS. Nine intersections are projected to operate unacceptably in the cumulative condition without the project's incremental contribution of traffic. As demonstrated on pages 14-52 and -53 of the Draft EIR, the project's incremental traffic would only be considered to conflict with applicable LOS standards at three of these intersections.³ The remaining six intersections would experience only minor additional delay (<1 second) from the project's traffic, which does not exceed the County's or City's adopted thresholds. These three intersections under the cumulative plus project scenario are as follows:

- Baseline Road/Brady Lane Intersection (Roseville)
- Cook Riolo Road/Vineyard Road (County)
- Vineyard Road/Brady Lane (County)

For the Baseline Road/Brady Lane intersection, the project's incremental contribution of traffic would substantially increase the side-street stop delay at the northbound approach during the AM and PM peak hours. As discussed above, the noted conflict with the LOS standard used in this

³ As discussed in Chapter 1, and elsewhere in this Final EIR, the traffic impacts identified in the Draft EIR are related to the level of service (LOS) metric for assessing a project's traffic impacts, which the courts have recently rendered inapplicable for determining impact significance under CEQA. As a result of recent case law, discussed in Section 1.6 of the Introduction Chapter, the significance conclusions of the Draft EIR's LOS analysis have been removed, and the project's traffic impacts under CEQA are now being assessed using the vehicle miles travelled (VMT) metric. See Chapter 3 of this Final EIR, Impact 14-9, for the VMT analysis.



analysis for the Baseline Road/Brady Lane intersection would remain because the required improvements are located within the City of Roseville, outside of the County's jurisdiction, and completion of the required improvements cannot be guaranteed by the County. For the Vineyard Road/Brady Lane intersection, the project would add more than 5.0 seconds of delay during the AM and PM peak hours, thus conflicting with the County's LOS standards. For the Cook Riolo Road/Vineyard Road intersection, while the delay increase during the PM peak hour would be acceptable, the project would add more than 5.0 seconds of delay during the AM peak hour, also triggering a conflict with the County's LOS standards. Single-lane roundabouts are identified for these two intersections in the DCWPCP; however, they are not included in the County's CIP for the DCWPCP area. While the County may elect to include installation of roundabouts at these intersections in the CIP in the future, inclusion of the improvements cannot be guaranteed at this time. Furthermore, a single-lane roundabout would only successfully address the cumulative plus project impact at Vineyard Road/Brady Lane. The cumulative plus project LOS conflict at Cook Riolo Road/Vineyard Road would require a two-lane roundabout, which is not currently contemplated in the DCWPCP.

In conclusion, all of the study roadway segments would meet County LOS standards after accounting for the project's incremental contribution of traffic. Similarly, the majority of study intersections would not conflict with applicable LOS standards after accounting for the project's incremental contribution of traffic. The exceptions include only one intersection in the existing plus project condition (Baseline Road/Brady Lane), which would deteriorate from an acceptable LOS (C) to an unacceptable LOS (D), and three intersections in the cumulative plus project scenario, all of which are projected to operate unacceptably in the cumulative condition without the project. The County will condition the project to pay applicable traffic impact fees.

Responses to the individual comments made in the table included in Letter 3 are provided below.

Comment #	Response to Comment
1	It is assumed that the "master plan" noted by the commenter refers to the DCWPCP. As noted in the Draft EIR, the proposed project would require a General Plan/Community Plan Amendment to alter the project site's existing land use designations. However, the DCWPCP previously anticipated development of the project site with residential uses.
2	See discussion above under Response to Comment 3-1, regarding CEQA requirements for analysis of community character concerns. Cumulative environmental impacts associated with development of the proposed project, as well as other pending and planned development in the DCWPCP area, are evaluated throughout the technical chapters of the Draft EIR.
3	As noted on page 3-5 of the Draft EIR, the site of the proposed project is currently designated Low Density Residential (LDR 1-2 du/ac) (24.1 acres), Open Space (O) (6.1 acres), and Rural Low Density Residential (RLDR 1-2.3 ac min) (1.8 acres). The project applicant is requesting a General Plan/DCWPCP Amendment to change the site's land use designations to Medium Density Residential (MDR) (25.5 acres) and O (6.5 acres). In addition, the project would include a rezone to change the site's zoning designations from RS-AG-B-20 (24.1 acres), O (6.1 acres), and F-DR (1.8 acres) to Residential Single Family, combining minimum Building Site of 4,000 square feet (RS-B-4) (25.5 acres) and O (6.5 acres). The requested General Plan/Community Plan Amendment and rezone are discretionary actions subject to approval by the Board of Supervisors and would allow for increased density on the project site. See discussion above table related to traffic.
4	See discussion above table, regarding impacts to study roadways.
5	See discussion above table, regarding community character concerns, density, and traffic. Issues related to noise, groundwater use, stormwater runoff, and increased sources of light and glare are addressed in Chapters 12, 15, 10, and 4, respectively, of the Draft EIR.



Comment #	Response to Comment
	All such impacts were determined to be less than significant with implementation of mitigation.
6	See discussion above table, regarding community character concerns.
7	See discussion above table, regarding community character concerns and traffic.
8	See discussion above table, regarding community character concerns. With regard to traffic safety, as noted on page 14-43 of the Draft EIR, the proposed internal circulation system and off-site roadway improvements would be designed to minimize hazardous roadway design features, and the project would not introduce incompatible uses to area roadways. Thus, the proposed project would not result in any traffic safety hazards and impacts related to traffic safety were determined to be less than significant.
9	See discussion above table, regarding community character concerns and development density.
10	See discussion above table, regarding community character concerns.
11	See discussion above table, regarding community character concerns and cumulative traffic issues.
12	See response to Comment #1 above. The project is not proposing any high-density residential uses. As discussed above the table, the proposed project is consistent with the density range established for the Medium Density Residential land use designation, as characterized in the DCWPCP.
13	Potential new demands resulting from the proposed project on schools is addressed in Chapter 13, Public Services and Recreation, of the Draft EIR. As discussed in Impact 13-4 of the Draft EIR, according to Senate Bill (SB) 50, payment of the necessary school impact fees for the project would be considered full and satisfactory CEQA mitigation. Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "[...] legislative or adjudicative act [...] involving [...] the planning, use, or development of real property" (Government Code 65996[b]). Thus, impacts related to schools were determined to be less than significant with payment of school impact fees. In addition, since the release of the Draft EIR, the school attendance boundaries have been changed to address overcrowding. The project site is now located within the area served by Heritage Oak Elementary School and Silverado Middle School.
14	See discussion above table, regarding traffic impacts and analysis.
15	See discussion above table, regarding community character concerns.
16	See Response to Comment #3 above.
17	Impacts to biological resources on the project site, including animals and birds, are addressed in Chapter 6, Biological Resources, of the Draft EIR. See discussion above table, regarding community character concerns and traffic impacts.
18	See discussion above table, regarding traffic. Issues related to noise and air quality are addressed in Chapters 12 and 5, respectively, of the Draft EIR, and were determined to be less than significant with implementation of mitigation measures.
19	See discussion above table, regarding community character concerns and traffic impacts.
20	The comment does not address the adequacy of the Draft EIR.
21	Issues related to land use compatibility are addressed on pages 11-26 through 11-28 of the Draft EIR. As noted therein, the project is consistent with the uses established for the RS zone. Adjacent residential land uses are comprised of single-family developments and are currently served by existing utilities and infrastructure. Therefore, the project would introduce a similar adjacent land use to these existing residential developments to the east and south. Thus, the project would not introduce a land use that is incompatible with adjacent uses or create land use conflicts, and would not result in any adverse environmental effects associated with such conflicts. Furthermore, see discussion above this table regarding density of development.
22	See discussion above table, regarding traffic.
23	The comment does not address the adequacy of the Draft EIR.



Comment #	Response to Comment
24	See discussion above table, regarding community character concerns. Changes to visual character and quality associated with development of the proposed project are addressed in Chapter 4, Aesthetics, of the Draft EIR. It should be noted that issues related to vehicular speeding are not project-specific and remain a law enforcement issue and, thus, are not within the purview of CEQA. However, the commenter's concerns have been forwarded to the decision-makers for their consideration.
25	The comment does not address the adequacy of the Draft EIR.
26	See discussion above table, regarding traffic impacts.
27	See discussion above table, regarding community character concerns and traffic.
28	See discussion above table, regarding community character concerns.
29	See discussion above table, regarding community character concerns and traffic issues. As discussed in Chapter 15, Utilities and Service Systems, of the Draft EIR, water supplies for the proposed project would be provided by Cal-Am through an existing agreement with the PCWA. See discussion above table, regarding traffic impacts.
30	See discussion above table, regarding community character concerns and traffic impacts.
31	The comment does not address the adequacy of the Draft EIR.
32	The comment does not address the adequacy of the Draft EIR.
33	The comment does not address the adequacy of the Draft EIR. As noted in the discussion above this table, the project is proposing Medium Density Residential uses and will not involve the development of high density residential uses.
34	The comment does not address the adequacy of the Draft EIR.
35	The comment does not address the adequacy of the Draft EIR.
36	The comment does not address the adequacy of the Draft EIR.
37	See discussion above table, regarding community character concerns and traffic. Impacts related to noise are addressed in Chapter 12 of the Draft EIR.
38	See discussion above table, regarding community character concerns.
39	See discussion above table, regarding community character concerns.
40	See discussion above table, regarding community character. Impacts to biological resources, including wildlife, are addressed in Chapter 6, Biological Resources, of the Draft EIR. Impacts related to aesthetic resources are addressed in Chapter 4, Aesthetics, of the Draft EIR.
41	The comment does not address the adequacy of the Draft EIR. See discussion above table, regarding community character.
42	See discussion above table, regarding traffic. As noted, the project site is now located outside of the Creekview Ranch School attendance area boundaries. Furthermore, the segment of PFE Road from Cook Riolo Road to Walerga Road was analyzed as a study roadway segment within the Draft EIR. As noted in Chapter 14, Transportation and Circulation, of the Draft EIR, the LOS of this roadway segment would not conflict with County LOS standards as a result of the proposed project under Existing Plus Project or Cumulative Plus Project conditions. ⁴
43	See discussion above table, regarding community character and traffic.
44	The comment does not address the adequacy of the Draft EIR.
45	See discussion above table, regarding community character, traffic, and density. Crime is a law enforcement issue and is not within the purview of CEQA. As noted on page 13-17

⁴ As discussed in Chapter 1, and elsewhere in this Final EIR, the traffic impacts identified in the Draft EIR are related to the level of service (LOS) metric for assessing a project's traffic impacts, which the courts have recently rendered inapplicable for determining impact significance under CEQA. As a result of recent case law, discussed in Section 1.6 of the Introduction Chapter, the significance conclusions of the Draft EIR's LOS analysis have been removed, and the project's traffic impacts under CEQA are now being assessed using the vehicle miles travelled (VMT) metric. See Chapter 3 of this Final EIR, Impact 14-9, for the VMT analysis.



Comment #	Response to Comment
	of the Draft EIR, the Placer County Sheriff's Office (PCSO) has indicated that new or physically altered law enforcement facilities would not be required to adequately serve the proposed project. In addition, while response times are dependent upon the location of patrol officers at the time of the emergency call, on average, response times to the project site are anticipated to be within the Placer County General Plan's eight-minute response time standard for suburban areas. As a result, the proposed project would not result in a need for new police facilities, or improvements to existing facilities, the construction of which could cause significant environmental impacts.
46	See discussion above table, regarding community character and traffic.
47	The comment does not address the adequacy of the Draft EIR.
48	See discussion above table, regarding traffic. As discussed in Chapter 5, Air Quality and Greenhouse Gas Emissions, of the Draft EIR, all potential impacts related to air quality and greenhouse gas emissions would be reduced to less-than-significant levels through implementation of mitigation.
49	The comment does not address the adequacy of the Draft EIR. As noted in the discussion above this table, the proposed project would be a medium-density development per the DCWPCP.
50	See Response to Comment #1 above.
51	See discussion above table, regarding traffic issues.
52	The comment does not address the adequacy of the Draft EIR.
53	See discussion above table, regarding community character concerns.
54	See discussion above table, regarding community character concerns.
55	The comment does not address the adequacy of the Draft EIR.
56	The comment does not address the adequacy of the Draft EIR.
57	The comment does not address the adequacy of the Draft EIR. See discussion above table, regarding community character concerns.
58	The comment does not address the adequacy of the Draft EIR. See discussion above table, regarding community character concerns.
59	See discussion above table, regarding traffic issues.
60	See discussion above table, regarding traffic.
61	No specific comment provided.
62	The comment does not address the adequacy of the Draft EIR.
63	See discussion above table, regarding community character concerns.
64	See discussion above table, regarding traffic impacts. As noted, all study roadway segments, including segments of Cook Riolo Road, would operate within County LOS standards under both Existing Plus Project and Cumulative Plus Project conditions. While segments of Baseline Road were not specifically included as a study roadway segment, the Draft EIR includes analysis of numerous study intersections located along Baseline Road. In urban locations the quality flow of traffic is generally governed by the operation of major signalized intersections, rather than the capacity of individual roadway segments between intersections. Intersection delays have a greater effect on the overall travel time than does the delay caused due to the effects of increased traffic volume on the carrying capacity of roadway segments themselves. Most agencies recognize that the LOS of major intersections is the best measure of the quality of traffic flow along arterial roadways. This conclusion is reflected in City of Roseville policy, which does not employ roadway segment LOS as a traffic impact analysis significance criterion.
65	The comment does not address the adequacy of the Draft EIR.
66	See discussion above table, regarding traffic. As noted, all study roadway segments, including segments of Vineyard Road, would operate within County LOS standards under both Existing Plus Project and Cumulative Plus Project conditions. See Response to Comment #64 above regarding analysis of signalized intersections along arterial roadway segments.



Comment #	Response to Comment
67	See discussion above table, regarding traffic.
68	See discussion above table, regarding community character concerns.
69	See discussion above table, regarding community character concerns. It should be noted that the commenter does not provide evidence to support the assumption that the proposed project would result in urban blight. Furthermore, per CEQA Guidelines Section 15131(a), blight is outside the purview of CEQA. CEQA applies only to a project's physical effects on the environment. With respect to the traffic comment, the commenter appears to be referring to Vineyard Road. Vineyard Road is classified as a Two-lane Rolling Terrain Rural Highway in the DCWPCP, which has a daily capacity of 5,700 vehicles. The traffic analysis determined that the proposed project would add up to 675 vehicles, and the roadway would continue to operate at an acceptable LOS. Impacts related to light and glare and demand on schools are addressed in Chapters 4 and 13, respectively, of the Draft EIR.
70	The comment does not address the adequacy of the Draft EIR.
71	The comment does not address the adequacy of the Draft EIR.
72	As discussed in Chapter 15, Utilities and Service Systems, of the Draft EIR, the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
73	The comment does not address the adequacy of the Draft EIR.
74	See discussion above table, regarding traffic. See Response to Comment #8 regarding traffic safety.
75	The comment does not address the adequacy of the Draft EIR.
76	The comment does not address the adequacy of the Draft EIR. Crime is a law enforcement issue and is not within the purview of CEQA. Impacts to biological resources are addressed in Chapter 6, Biological Resources, of the Draft EIR, and were determined to be less than significant with mitigation.
77	See discussion above table, regarding community character concerns.
78	The comment does not address the adequacy of the Draft EIR.
79	The comment does not address the adequacy of the Draft EIR.
80	See discussion above table, regarding community character and traffic.
81	The comment does not address the adequacy of the Draft EIR.
82	See discussion above table, regarding community character concerns.
83	The comment does not address the adequacy of the Draft EIR.
84	See discussion above table, regarding traffic. As noted therein, the Draft EIR did not identify any significant impacts to study roadway segments in the project vicinity.
85	The comment does not address the adequacy of the Draft EIR.
86	See discussion above table, regarding traffic. Also, stop sign violations are a law enforcement concern and are not within the purview of CEQA.
87	See discussion above table, regarding traffic.
88	See discussion above table and Response to Comment #64.
89	See discussion above table, regarding community character concerns.
90	Impacts to biological resources, including special-status wildlife, are addressed in Chapter 6, Biological Resources, of the Draft EIR. As noted therein, impacts were determined to be less than significant with mitigation.
91	As discussed in Chapter 12, Noise, of the Draft EIR, the proposed project would not substantially increase traffic noise at existing sensitive receptors in the project area. Furthermore, the proposed project would only remove a small portion of the existing on-site trees, and all tree removal would be mitigated for in accordance with the applicable requirements of the Placer County Code.
92	The comment does not address the adequacy of the Draft EIR.



Comment #	Response to Comment
93	See discussion above table, regarding traffic concerns. It should be noted that issues related to excessive speeding are considered a law enforcement issue and are not within the purview of CEQA.
94	As noted in Table 14-7 of the Draft EIR, the proposed project would generate an estimated 88 vehicle trips during the AM peak hour and 118 trips during the PM peak hour. See discussion above table, regarding traffic. Per Chapter 12, Noise, and Chapter 5, Air Quality and Greenhouse Gas Emissions, of the Draft EIR, the additional vehicle trips would not substantially increase traffic noise or result in substantial adverse effects related to air quality with implementation of mitigation.
95	See discussion above table, regarding community character concerns.
96	See discussion above table, regarding traffic and community character concerns. As discussed in Chapter 14, Transportation and Circulation, of the Draft EIR, the proposed project would not add a substantial volume of traffic to PFE Road, and the roadway would operate within County LOS standards under both Existing Plus Project and Cumulative Plus Project conditions.
97	See discussion above table, regarding traffic.
98	The comment does not address the adequacy of the Draft EIR.
99	The comment does not address the adequacy of the Draft EIR.
100	The comment does not address the adequacy of the Draft EIR.
101	The comment does not address the adequacy of the Draft EIR.
102	See discussion above table, regarding community character concerns and traffic. Impacts related to noise, air quality, hydrology and water quality, and water supply are addressed in Chapters 12, 5, 10, and 15, respectively, of the Draft EIR. As noted therein, the Draft EIR includes mitigation to ensure that all identified impacts for such issue areas would be reduced to less-than-significant levels.
103	The comment does not address the adequacy of the Draft EIR.
104	See Response to Comment #13 above.
105	The comment does not address the adequacy of the Draft EIR. Per CEQA Guidelines Section 15064(e), social and economic effects caused by a project are not subject to review under CEQA.
106	The comment does not address the adequacy of the Draft EIR.
107	The comment does not address the adequacy of the Draft EIR. See Response to Comment #121 below, regarding water supply.
108	See discussion above table, regarding community character and traffic. Regarding air quality, see Response to Comment #48 above.
109	See discussion above table, regarding traffic. As discussed therein, impacts to all study roadway segments, including segments of Vineyard Road, would operate within County LOS standards under both Existing Plus Project and Cumulative Plus Project conditions. Regarding consistency with the DCWPCP, see Response to Comment #3 above.
110	See discussion above table, regarding traffic.
111	See discussion above table, regarding community character concerns.
112	See discussion above table, regarding community character concerns and density.
113	See discussion above table, regarding traffic. See Response to Comment #76 above, regarding crime, and Response to Comment #13, regarding schools.
114	The comment does not address the adequacy of the Draft EIR.
115	The comment does not address the adequacy of the Draft EIR.
116	See discussion above table, regarding traffic and community character concerns. Regarding noise, see Response to Comment #94 above.
117	See discussion above table, regarding community character concerns and traffic.
118	The comment does not address the adequacy of the Draft EIR.
119	See discussion above table, regarding community character concerns.



Comment #	Response to Comment
120	The comment does not address the adequacy of the Draft EIR. Per CEQA Guidelines Section 15064(e), social and economic effects caused by a project are not subject to review under CEQA.
121	See discussion above table, regarding traffic. With regard to drought conditions, as stated on page 15-26 of the Draft EIR, sufficient water supplies would be available to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years. Thus, impacts related to availability of adequate water supplies to serve the project would be less than significant.
122	See discussion above table, regarding community character concerns.
123	See discussion above table, regarding traffic. Impacts related to population are addressed in Chapter 11 of the Draft EIR. The proposed project would not result in increased population growth beyond the population projections included in the DCWPCP.
124	See discussion above table, regarding traffic. While crime could place increased demand on the Placer County Sheriff's Office, the commenter does not provide substantial evidence to support the claim that the proposed project would increase crime above the levels associated with an increase in population generally. Any increase in crime as a result of the proposed project would be speculative. CEQA Guidelines Section 15145 discourages speculation. In addition, crime is a law enforcement issue, is not considered a physical impact on the environment, and is therefore not within the purview of CEQA.
125	No comment provided.
126	See discussion above table, regarding traffic. Impacts to the Placer County Sheriff's Office are addressed in Chapter 13, Public Services and Recreation, of the Draft EIR.
127	The comment does not address the adequacy of the Draft EIR.
128	See discussion above table, regarding community character concerns.
129	See discussion above table, regarding community character concerns.
130	The proposed project would include construction of all utility improvements necessary to serve the project, and adequate water supplies would be available to serve the project and other cumulative development, as discussed in Chapter 14 of the Draft EIR.
131	See Response to Comment #13 regarding impacts to schools. See Response to Comments 2-1 and 5-7 regarding fire protection and Sheriff protection facilities, respectively. As discussed in Chapter 13, Public Services and Recreation, of the Draft EIR, impacts related to schools, park facilities, fire protection facilities, and police protection facilities would be less than significant. With regard to traffic and congestion, see discussion above table.
132	See discussion above table, regarding community character concerns.
133	See discussion above table, regarding traffic.
134	See discussion above table, regarding community character concerns.
135	The comment does not address the adequacy of the Draft EIR. Impacts to biological resources, including wildlife, are addressed in Chapter 6, Biological Resources, of the Draft EIR.
136	See discussion above table, regarding community character concerns.
137	The comment does not address the adequacy of the Draft EIR.
138	See discussion above table, regarding community character concerns.
139	See discussion above table, regarding community character concerns.
140	See discussion above table, regarding community character concerns.
141	See discussion above table, regarding community character concerns and traffic.
142	See discussion above table, regarding community character concerns and traffic.
143	See discussion above table, regarding community character concerns. As noted in Chapter 10, Hydrology and Water Quality, of the Draft EIR, all identified impacts related to hydrology and water quality, including effects to downstream properties and groundwater supply, would be reduced to less-than-significant levels with implementation of the required mitigation measures set forth in the Draft EIR.



Comment #	Response to Comment
144	See discussion above table, regarding traffic and community character concerns.
145	The comment does not address the adequacy of the Draft EIR.
146	See discussion above table, regarding traffic. Regarding noise, see Response to Comment #94 above. A formal application for development of the referenced Morgan Creek Golf Course has not been submitted to the County at this time. Typically, a formal application submittal is a necessary trigger for treating a project as reasonably foreseeable. ⁵ As noted in Stephen L. Kostka and Michael H. Zischke's <i>Practice Under the California Environmental Quality Act</i> , "[...] The court also held that the lead agency has discretion to set the date of the project's application as the reasonable cutoff date for determining what other projects are pending and should be included in the cumulative impacts analysis See <i>Gray v. County of Madera</i> , 167 Cal.App.4th 1099, 1128. Mere awareness of the possibility of cumulative development is not enough. A proposal that has not crystallized to the point that it would be reasonable and practical to evaluate its cumulative impacts need not be treated as a probable future project. [...]" Therefore, due to the fact that no formal application for any changes have been submitted to the County, the possible redevelopment of the Morgan Creek Golf Course is not considered a planned or pending project for the purposes of this EIR.
147	See discussion above table, regarding community character.
148	See discussion above table, regarding community character concerns. Impacts related to noise and air quality are addressed in Chapters 12 and 5, respectively, of the Draft EIR, and the related findings are summarized in Response to Comment #94 above.
149	See discussion above table, regarding density concerns.
150	See discussion above table, regarding community character concerns and density.
151	See discussion above table, regarding traffic.
152	See discussion above table, regarding traffic and community character concerns. Impacts to biological resources, including wildlife, are addressed in Chapter 6, Biological Resources, of the Draft EIR. As discussed therein, while the project would involve loss of some existing on-site habitat, the western portion of the project site, containing the majority of the existing Valley oak riparian woodlands and intermittent stream, would remain undeveloped and would be rezoned to Open Space. Such a dedication would ensure that portions of the existing habitat within the project site remain undeveloped, following implementation of the proposed project. Overall, the proposed project's incremental contribution to cumulative biological resources impacts were determined to be less than cumulatively considerable with implementation of mitigation. Impacts related to air quality are addressed in Chapter 5 of the Draft EIR, and the related findings are summarized in Response to Comment #48 above. The proposed project would not affect the ability for existing residences in the project area to remain connected to septic systems and water wells.
153	See discussion above table, regarding community character concerns.
154	See discussion above table, regarding community character concerns.
155	See discussion above table, regarding community character concerns.
156	The comment does not address the adequacy of the Draft EIR.
157	See discussion above table, regarding traffic and community character concerns.
158	The comment does not address the adequacy of the Draft EIR.
159	See discussion above table, regarding traffic and community character concerns.
160	See discussion above table, regarding traffic and community character concerns. Home and property values are an economic/social concern and, thus, are not within the purview of CEQA.
161	The comment does not address the adequacy of the Draft EIR.

⁵ Kostka, Stephen L. and Zischke, Michael H. *Practice Under the California Environmental Quality Act, Second Edition, Vol. 1* [pg. 13-41 through 13-43]. Updated March 2018.



Comment #	Response to Comment
162	See discussion above table, regarding community character concerns. Impacts related to agricultural resources are addressed in Chapter 11 of the Draft EIR. As noted therein, the proposed development area is classified as Grazing Land per the Farmland Mapping and Monitoring Program (FMMP). Grazing Land does not constitute Farmland under CEQA; thus, the proposed project would not result in the conversion of Farmland to non-agricultural use.
163	See discussion above table, regarding community character concerns and traffic.
164	See discussion above table, regarding community character concerns.
165	See discussion above table, regarding community character concerns and traffic.
166	The comment does not address the adequacy of the Draft EIR.
167	See discussion above table, regarding community character concerns and traffic.
168	See discussion above table, regarding traffic. See response to Comment #104 above.
169	See discussion above table, regarding community character concerns and traffic.
170	See discussion above table, regarding community character concerns and traffic.
171	See Response to Comment #146 above.
172	See discussion above table, regarding community character concerns and traffic.
173	The comment does not address the adequacy of the Draft EIR.
174	See discussion above table, regarding community character concerns.
175	See discussion above table, regarding community character concerns.
176	See discussion above table, regarding traffic concerns, and Response to Comment #104 above.
177	See Responses to Comments #90, #72, and #130 above.
178	See discussion above table, regarding community character concerns.
179	See discussion above table, regarding traffic.
180	See discussion above table, regarding traffic, and Responses to Comments #124 and #160 above.
181	The comment does not address the adequacy of the Draft EIR.
182	See discussion above table. Also see Responses to Comments #29 and #131. Regarding biological resources, see Responses to Comments #90 above.
183	See discussion above table, regarding community character concerns.
184	The comment does not specifically address the adequacy of the Draft EIR.
185	See discussion above table, regarding traffic, and Response to Comment #160.
186	See discussion above table, regarding community character concerns, and Responses to Comments #90 and #152 above.
187	See discussion above table, regarding traffic.
188	See discussion above table, regarding traffic. See Response to Comment #91, regarding traffic noise.
189	See discussion above table, regarding traffic.
190	See discussion above table, regarding quality of life concerns.
191	See discussion above table, regarding traffic. See Response to Comment #143, regarding hydrology and water quality.
192	The comment does not address the adequacy of the Draft EIR.
193	See discussion above table, regarding community character concerns and traffic. See response to Comment #18 above, regarding noise and air quality.
194	The comment does not address the adequacy of the Draft EIR.
195	The comment does not address the adequacy of the Draft EIR.
196	See discussion above table, regarding density concerns and traffic.
197	See discussion above table, regarding traffic. The Draft EIR evaluates a full range of environmental topics. With the exception of limited traffic impacts, all identified impacts would be less than significant with implementation of mitigation.
198	See discussion above table, regarding community character.



Comment #	Response to Comment
199	See discussion above table, regarding density concerns, and Responses to Comments #124. Impacts related to population are addressed in Chapter 11 of the Draft EIR and summarized in Response to Comment #123 above.
200	The comment does not address the adequacy of the Draft EIR.
201	See discussion above table, regarding traffic.
202	See discussion above table, regarding traffic and community character concerns. See Responses to Comments #18, #121, and #143, regarding impacts related to noise, air quality, hydrology and water quality, and water supply.
203	See discussion above table, regarding community character concerns.
204	See discussion above table, regarding traffic. Regarding noise and air quality impacts, see Response to Comment #18.
205	See discussion above table, regarding community character concerns. See Responses to Comments #18, #121, and #143, regarding impacts related to noise, air quality, hydrology and water quality, and water supply.
206	See discussion above table, regarding community character concerns.
207	See discussion above table, regarding community character concerns and traffic. As discussed in Chapter 12, Noise, of the Draft EIR, the proposed project would not substantially increase traffic noise at existing sensitive receptors in the project area. It should be noted that existing issues related to excessive speeding along local roadways and stop sign violations are considered law enforcement issues, and are therefore not within the purview of CEQA. In addition, such concerns are speculative.
208	The comment does not address the adequacy of the Draft EIR.
209	See discussion above table, regarding community character. With regard to property values, see Response to Comment #160.
210	The comment does not address the adequacy of the Draft EIR.
211	See discussion above table, regarding density concerns.
212	See discussion above table, regarding traffic.
213	See discussion above table, regarding traffic.
214	See discussion above table, regarding community character concerns.
215	See discussion above table, regarding community character concerns and traffic.
216	See discussion above table, regarding community character concerns.
217	See discussion above table, regarding community character concerns and traffic.
218	See discussion above table, regarding community character concerns.
219	See Responses to Comments #152 and #207, regarding wildlife habitat, traffic noise, and traffic violations. See discussion above table, regarding density concerns.
220	See discussion above table, regarding community character concerns. See Response to Comment #160 above, regarding property values.
221	See discussion above table, regarding traffic. As discussed in Chapter 12, Noise, of the Draft EIR, the proposed project would not substantially increase traffic noise at existing sensitive receptors in the project area.
222	See Response to Comment #146 above.
223	See discussion above table, regarding community character concerns.
224	See discussion above table, regarding traffic. See Response to Comment #48 above, regarding air quality impacts. The proposed project would include construction of all utility improvements necessary to serve the project.
225	See discussion above table, regarding traffic. See Response to Comment #143 above, regarding hydrology and water quality. See Response to Comment #121 above, regarding water supplies.
226	See discussion above table, regarding traffic. The project's compliance with parkland requirements is addressed in Chapter 13, Public Services and Recreation, of the Draft EIR. As noted therein, a total of 6.34 acres of the project site would be retained as open space, including areas planned for on-site trails and 1.25 acres for three linear parks. In



Comment #	Response to Comment
	addition, 1.44 acres within the site would consist of landscaped lots. The project would include payment of applicable in-lieu park fees. Overall, impacts to parks and recreation were determined to be less than significant.
227	See discussion above table, regarding traffic, and Response to Comment #104 above.
228	See discussion above table, regarding community character concerns.
229	See discussion above table, regarding density concerns.
230	See discussion above table, regarding traffic.
231	See discussion above table, regarding community character.
232	The comment does not address the adequacy of the Draft EIR.
233	See discussion above table, regarding traffic, and Response to Comment #104 above.
234	See discussion above table, regarding density concerns and community character.
235	See discussion above table, regarding traffic. See Response to Comment #18 above, regarding noise and air quality. Also see Response to Comment #124 above. Similar to crime impacts, assuming litter would occur as a result of the proposed project is speculative; CEQA Guidelines Section 15145 discourages speculation. With regard to the commenter's suggestion of including fewer homes on large lots, see the Reduced Density Alternative analyzed in Chapter 18 of the Draft EIR
236	See discussion above table, regarding traffic and community character concerns.
237	See discussion above table, regarding traffic.
238	See discussion above table, regarding impacts to Vineyard Road.
239	See discussion above table, regarding quality of life concerns.
240	See discussion above table, regarding community character concerns. See Response to Comment #160, regarding property values.
241	<p>Page 17-1 of the Draft EIR states the following regarding growth-inducing effects:</p> <p style="padding-left: 40px;">The CEQA Guidelines are clear that while an analysis of growth-inducing effects is required, it should not be assumed that induced growth is necessarily significant or adverse. This analysis examines the following potential growth-inducing impacts related to implementation of the proposed project and assesses whether these effects are significant and adverse (see <i>CEQA Guidelines</i>, Section 15126.2[d]):</p> <ol style="list-style-type: none"> 1. Foster population and economic growth and construction of housing. 2. Eliminate obstacles to population growth. 3. Affect service levels, facility capacity, or infrastructure demand. 4. Encourage or facilitate other activities that could significantly affect the environment. <p>As demonstrated in Section 17.2 of the Draft EIR, while the project would foster population and economic growth, such growth would be consistent with that previously anticipated for the project region. Although implementation of required roadway and sewer lift station improvements included in the project may be considered to eliminate obstacles to growth, the improvements and potential resulting growth have been previously anticipated by the County for the area. In addition, the proposed project would not increase population such that service levels, facility capacity, or infrastructure demand would require construction of new facilities that could cause significant environmental impacts. Lastly, Chapters 4 through 15 of the Draft EIR provide a comprehensive assessment of the potential for environmental impact associated with implementation of the proposed project. Overall, the Draft EIR concluded that the proposed project would not result in a significant impact related to growth-inducing effects.</p>
242	See discussion above table, regarding density concerns and community character.
243	The comment does not address the adequacy of the Draft EIR.
244	See discussion above table, regarding traffic and community character concerns.
245	See discussion above table, regarding traffic.



Comment #	Response to Comment
246	See discussion above table, regarding community character concerns.
247	See discussion above table, regarding community character concerns and traffic. See Response to Comment #48, regarding air quality. See Responses to Comments #143 and #121, regarding hydrology, water quality, and water supply.



Letter 4

Placer County Environmental Coordination Services

From: Sharon <dcc.sharon@gmail.com>
Sent: Friday, January 3, 2020 3:21 PM
To: Placer County Environmental Coordination Services
Subject: Brady Vineyard Subdivision Project (PLN18-00234)

I am expressing concerns with the DEIR as present at the December 2, 2019 Planning Commission meeting.

- 4-1 1. The analysis of the impact to the area regarding traffic volume, air pollution, and noise pollution is calculated low and misrepresent the potential true impact at buildout to the existing neighborhoods and neighbors particularly at the Brady Vineyard 3-way stop.
- 4-2 2. The land for a possible roundabout at Brady Vineyard would need to come almost entirely from the proposed project's land.
- 4-3 3. The project land was approved for a significant lower density housing more consistent with the county's existing plan and the character of the local community area from Brady on Vineyard going westward.
- 4-4 4. The fact the county did not intend for this area to be built as medium density housing (and related impacts and problems) is reflective in the existing community CPI/DCWPCP which made no allowance for the cumulative impacts that, with this project, are stated to be "significant and unavoidable."
- 4-5 5. In this tiny semi-rural area of the county "significant and unavoidable" is not acceptable. The health, welfare, and character of the local community must be paramount.

Please send acknowledgment of this email to:
dcc.sharon@gmail.com

Respectfully submitted,

Sharon Adamson
1339 Champagne
Roseville, CA 95747



LETTER 4: SHARON ADAMSON

Response to Comment 4-1

The comment does not specify with particularity the alleged deficiencies in the Draft EIR analysis, nor provide any substantial evidence or examples to support the generalized assertions made. In keeping with CEQA Guidelines Section 15088(c), as recently amended by the State, the level of detail contained in a response may correspond to the level of detail provided in the comment (i.e., responses to general comments may be general). Because adequate specifics were not provided in the comment sufficient to provide a detailed response, the following general responses are offered in response to the comment:

- The counted and calculated traffic volumes, as well as the methodology used to estimate such volumes are presented in detail in Chapter 14, Transportation and Circulation, of the Draft EIR, as well as in the Traffic Impact Analysis prepared for the proposed project by KD Anderson & Associates, Inc., which is included as Appendix K to the Draft EIR. The methodology employed therein is consistent with the standard Placer County approach to traffic studies.
- The methodology used to analyze the air pollutant and greenhouse gas emissions associated with the proposed project are described in detail in Chapter 5, Air Quality and Greenhouse Gas Emissions, of the Draft EIR, specifically beginning on page 5-32 under the Method of Analysis section.
- The methodology used to analyze the noise impacts associated with the proposed project are described in detail in Chapter 12, Noise, of the Draft EIR, as well as in the Technical Noise Analysis prepared for the proposed project by RCH Group, which is included as Appendix J to the Draft EIR.
- As listed on page 14-4 of the Draft EIR, the Vineyard Road/Brady Lane intersection was included and analyzed as a study intersection in the Draft EIR. As discussed under Impact 14-7, as revised in this Final EIR (see Chapter 3), in the cumulative condition, the project's incremental traffic, in combination with traffic from other cumulative development, would result in the Vineyard Road/Brady Lane intersection not meeting the County's applicable LOS standards.⁶

Response to Comment 4-2

The DCWPCP specifically calls for inclusion of a future roundabout at the Vineyard Road/Brady Lane intersection; thus, the proposed project would be required to set aside sufficient land to provide for construction of a portion of the roundabout on the project site. However, such a roundabout is not included in the Capital Improvement Program (CIP) for the area, and funding sources have not been identified. The project will be conditioned by the County to pay its fair share contribution toward the cost of constructing a future one-lane roundabout at the Vineyard Road/Brady Lane intersection.

⁶ As discussed in Chapter 1, and elsewhere in this Final EIR, this impact identified in the Draft EIR is related to the level of service (LOS) metric for assessing a project's traffic impacts, which the courts have recently rendered inapplicable for determining impact significance under CEQA. As a result of recent case law, discussed in Section 1.6 of the Introduction Chapter, the significance conclusions of the Draft EIR's LOS analysis have been removed, and the project's traffic impacts under CEQA are now being assessed using the vehicle miles travelled (VMT) metric. See Chapter 3 of this Final EIR, Impact 14-9, for the VMT analysis.



Response to Comment 4-3

As noted on page 3-5 of the Draft EIR, the proposed project is currently designated Low Density Residential (LDR 1-2 du/ac) (24.1 acres), Open Space (O) (6.1 acres), and Rural Low Density Residential (RLDR 1-2.3 ac min) (1.8 acres). The project would include a General Plan/DCWPCP Amendment to change the site's land use designations to Medium Density Residential (MDR) (25.5 acres) and O (6.5 acres). In addition, the project would include a rezone to change the site's zoning designations from RS-AG-B-20 (24.1 acres), O (6.1 acres), and F-DR (1.8 acres) to Residential Single Family, combining minimum Building Site of 4,000 square feet (RS-B-4) (25.5 acres) and O (6.5 acres). The requested General Plan/Community Plan Amendment and rezone are discretionary actions subject to approval by the Board of Supervisors and would allow for increased density on the project site.

Issues related to land use compatibility are addressed on pages 11-26 through 11-28 of the Draft EIR. As noted therein, the project is consistent with the uses established for the RS zone. Adjacent residential land uses are comprised of single-family developments and are currently served by existing utilities and infrastructure. In addition, the proposed 5,000-sf minimum lot sizes would be consistent with the lot sizes within the existing single-family residential subdivision to the east of the site across Brady Lane, within the City of Roseville, and the minimum lot size of 3,000 sf within the American Vineyard Villages subdivision southeast of the project site. Therefore, the project would introduce a similar adjacent land use to the existing residential developments to the east and south. Thus, the project would not introduce an incompatible use to the project area or create land use conflicts, and would not result in any adverse environmental effects associated with such conflicts.

Response to Comment 4-4

The comment does not specifically address the adequacy of the Draft EIR. Please see Response to Comment 4-3 above. In addition, the Draft EIR includes a comprehensive cumulative impact analysis that assesses the incremental impacts associated with the project's General Plan/Community Plan Amendment and rezone to Medium Density Residential.

Response to Comment 4-5

The only two significant unavoidable environmental impacts associated with project development were determined in the Draft EIR to relate to level of service (LOS) impacts in the existing and cumulative settings (Impacts 14-2 and 14-7). As discussed in Chapter 1, and elsewhere in this Final EIR, these significant impacts are related to the LOS metric for assessing a project's traffic impacts, which the courts have recently rendered inapplicable for determining impact significance under CEQA. As a result of recent case law, discussed in Section 1.6 of the Introduction Chapter, the significance conclusions of the Draft EIR's LOS analysis have been removed, and the project's traffic impacts under CEQA are now being assessed using the vehicle miles travelled (VMT) metric. See Chapter 3 of this Final EIR, Impact 14-9, for the VMT analysis.



Letter 5

Placer County Environmental Coordination Services

From: Linda <sixofsix@aol.com>
Sent: Thursday, December 12, 2019 3:36 PM
To: Placer County Environmental Coordination Services
Subject: General Plan change - Brady and Vineyard, Roseville

- 5-1 I would like to express my extreme disappointment that the county would consider allowing this property to be developed at a density higher than the surrounding Dry Creek community. If this particular property is re-zoned, it will create a domino effect that continues down Vineyard Road, up to Baseline, down to PFE, and over to Walerga. It is my opinion that the density in this lovely community that lots should be a minimum of ONE ACRE. Following are my reasons for advocating for denial of the request to develop the subject property...or any property in the Dry Creek community, at a density of less than R-1 with minimum 1-acre lot sizes:
- 5-2 - The Dry Creek community is a true country oasis on the edge of Roseville...but that community is being seriously threatened by the impending construction of thousands of homes nearby, bringing more traffic and noise as people cut down Vineyard and Cook Riolo to avoid Baseline.
- 5-3 - The roads in the area are horribly congested already. Foothill, Cirby, Pleasant Grove...all at capacity during commute hours.
- 5-4 - Schools in the area are already severely impacted, with 30+ children per classroom. Even the newly constructed high school in West Park will be full the day it opens.
- 5-5 - Deer, turkeys, ducks, geese, peacocks, chickens, sheep, donkeys, horses, cows, emus, coyotes, fox...and any other creature our children have the privilege of seeing on their way to school.
- 5-6 - While the current political climate screams that there is a housing shortage, using this rhetoric to construct higher density buildings and promote in-fill, it is a fact that more people leave the State than move into the State. So...really higher density is unnecessary.
- 5-7 - Higher density invites more crime. At present, the Dry Creek community seems to have more crime that would be expected for a rural area; We are serviced by the Sheriff's Department and they seem under-manned
- 5-8 I assure you this is not a NIMBY situation. It is a heartfelt plea to allow us to keep the country oasis we love and appreciate. Exiting Foothill or Baseline or Walerga, and entering this area is entering another world...a world where one can breathe and appreciate nature.

Thank you,

Linda Dennis
Brackenwood Ct
sixofsix@aol.com



LETTER 5: LINDA DENNIS

Response to Comment 5-1

The comment does not directly address the adequacy of the Draft EIR. See Response to Comment 4-3 above.

Response to Comment 5-2

The comment does not specifically address the adequacy of the Draft EIR. The cumulative traffic and noise effects of development of homes in the project vicinity is evaluated in Chapters 14 and 12, respectively, of the Draft EIR.

Response to Comment 5-3

The comment does not address the adequacy of the Draft EIR. It should be noted that, as shown in Table 14-4 of the Draft EIR, the study roadway segments in the project vicinity operate acceptably under existing conditions, based on applicable LOS thresholds. Two of the roadways referenced by the commenter, Cirby Way and Pleasant Grove Boulevard, would not experience substantially increased traffic volumes as a result of the proposed project and, thus, were not included in the transportation and circulation analysis presented within the Draft EIR. Foothill Boulevard was not analyzed as a study roadway segment because the roadway is located entirely within the City of Roseville, and the City does not employ roadway segment LOS as a traffic impact analysis significance criterion. However, the Draft EIR includes analysis of numerous study intersections located along the roadway. As discussed under Response to Comment #64 in Letter 3 above, in urban locations the quality flow of traffic is generally governed by the operation of major signalized intersections, rather than the capacity of individual roadway segments between intersections. The stopped delays occurring at major intersections have a greater effect on the overall travel time than does the delay caused due to the effects of increased traffic volume on the segments themselves. Most agencies recognize that the LOS of major intersections is the best measure of the quality of traffic flow along arterial streets

Response to Comment 5-4

The comment does not address the adequacy of the Draft EIR. Potential new demands resulting from the proposed project on schools is addressed in Chapter 13, Public Services and Recreation, of the Draft EIR. See Response to Comment #13 under Letter 3 above.

Response to Comment 5-5

The comment does not address the adequacy of the Draft EIR. It should be noted that none of the species mentioned by the commenter are considered special-status species, which are the species given protections under CEQA. Nevertheless, the on-site tributary and associated habitat would be preserved and would remain a movement corridor for common wildlife species.

Response to Comment 5-6

The comment does not address the adequacy of the Draft EIR, but has been forwarded to the decision-makers for their consideration.

Response to Comment 5-7

As noted in Response to Comment #45 under Letter 3 above, the issue of future crime, however speculative it may be, is not generally considered an environmental impact under CEQA. The comment has been forwarded to the decision-makers for their consideration.



Response to Comment 5-8

The comment does not address the adequacy of the Draft EIR, but has been forwarded to the decision-makers for their consideration.



Letter 6

Date: December 26, 2019

To: Placer County Planning Commission

RE: Brady Vineyard Subdivision Draft EIR (PLN18-00234)
Public Review and Comment
Supervisory District 1 (Gore)

Dear Planning Commission members,

- 6-1 The proposed change to the existing General Plan/Community plan as requested by the developer of the Brady Vineyard Subdivision would have significant negative impacts on the local community, adversely affecting both wildlife and humans. The loss of habitat for wildlife would be devastating. At least the other options (Buildout Pursuant to the Existing Community Plan and the Reduced Density Alternative) would preserve enough contiguous open space from which the existing wildlife could derive some support.
- 6-2
- 6-3 The proposed Brady Vineyard subdivision will clearly have negative consequences on traffic and noise. Vineyard Road is a narrow two-lane country road where motorists regularly exceed the 45 mile per hour speed limit. Cyclists and pedestrians are at high risk when traveling on the non-existent shoulder. Brady Lane is also a two-lane road which offers limited capacity for vehicular traffic. The addition of scores of more vehicles and people to the area will significantly increase traffic congestion, noise, and generally decrease the quality of life that now exists in the neighborhood. The Draft EIR notes that proposed intersection upgrades at Baseline Road/Brady Lane and Vineyard Road/Brady Land are NOT guaranteed!! Without guaranteed road infrastructure improvements, there is no logical justification for proceeding with the project.
- 6-4
- 6-5 Thank you for your consideration of this matter.

Sincerely,

James L. Dennis Jr.
Linda A. Dennis
Jim and Linda Dennis
8554 Brackenwood Court
Roseville, CA 95747



LETTER 6: JIM AND LINDA DENNIS

Response to Comment 6-1

As noted in the Draft EIR, the DCWPCP previously anticipated development of the project site with residential uses. Cumulative environmental impacts associated with development of the proposed project, as well as other pending and planned development in the DCWPCP area, are evaluated throughout the technical chapters of the Draft EIR, including those related to biological resources such as wildlife, as well as impacts related to humans (i.e., air quality and greenhouse gas emissions, hazards and hazardous materials, and noise). As identified in this Final EIR, all environmental impacts would be reduced to less-than-significant levels with implementation of mitigation.⁷

Response to Comment 6-2

Impacts related to the cumulative loss of habitat for special-status species, including wildlife, are addressed under Impact 6-11, beginning on page 6-58 of the Draft EIR. As stated on pages 6-59 and 6-60 of the Draft EIR, and as hereby revised as follows and as shown in Chapter 3 of this Final EIR:

This chapter provides a wide range of mitigation to minimize potential adverse effects to habitat for special-status species. For instance, Mitigation Measure 6-8(b) would require that the proposed project conform with the USACE's "no-net-loss" policy for wetland mitigation. Thus, any wetlands lost within the Project Area must be compensated through the protection of existing wetlands, avoidance of wetland impacts, or creation of new wetland habitat elsewhere. Similar compensatory mitigation is included for Swainson's hawk should they be actively nesting within 10 miles of the project site prior to commencement of construction.

It should be noted that while the project would involve loss of some existing on-site habitat, the western portion of the project site, containing the majority of the existing Valley oak riparian woodlands and intermittent stream, remain undeveloped and would be rezoned to Open Space. Such a change in zoning represents a form of dedication that would ensure that portions of the existing habitat within the project site remain undisturbed, following implementation of the proposed project.

In addition to mitigation measures requiring ~~the compensation of~~ for potentially lost habitat, this EIR contains mitigation measures requiring that pre-construction surveys be conducted to reduce the potential for implementation of the proposed project to result in loss of individual special-status species. Such mitigation measures require that should pre-construction surveys identify special-status species within areas to be impacted by the proposed project, avoidance measures must be implemented to prevent the loss of identified special-status species.

It should be noted that the draft PCCP, as currently proposed, is designed to ensure that lands within western Placer County would be managed to continue to support the survival

⁷ As discussed in Chapter 1, and elsewhere in this Final EIR, the Draft EIR identified two significant and unavoidable impacts related to the level of service (LOS) metric for assessing a project's traffic impacts, which the courts have recently rendered inapplicable for determining impact significance under CEQA. As a result of recent case law, discussed in Section 1.6 of the Introduction Chapter, the significance conclusions of the Draft EIR's LOS analysis have been removed, and the project's traffic impacts under CEQA are now being assessed using the vehicle miles travelled (VMT) metric. See Chapter 3 of this Final EIR, Impact 14-9, for the VMT analysis.



and well-being of the species covered by the PCCP, as well as the survival of hundreds of other species that are dependent on the same habitat. The project site has been designated in both the PCCP and the DCWPCP as an area anticipated for future urban development. The proposed project would not include the conversion of any lands not previously identified for development and would include protection of those portions of the project site within designated open space, as discussed above.

As further discussed in Chapter 17 of this EIR, CEQA Guidelines, Section 15064, Subdivision (h)(5) states, “[...]the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project’s incremental effects are cumulatively considerable.” Therefore, even where cumulative impacts are significant, any level of incremental contribution is not necessarily deemed cumulatively considerable.

In addition, the courts have explicitly rejected the notion that a finding of significance is required simply because a proposed project would result in a net loss of habitat. “[M]itigation need not account for every square foot of impacted habitat to be adequate. What matters is that the unmitigated impact is no longer significant.” (*Save Panoche Valley v. San Benito County* (2013) 217 Cal.App.4th 503, 528, quoting *Banning Ranch Conservancy v. City of Newport Beach* (2012) 211 Cal.App.4th 1209, 1233.)

The above discussion provides substantial evidence that, while the combined effects on biological resources resulting from approved/planned development throughout the DCWPCP would be considered significant, the proposed project’s incremental contribution to the significant cumulative effect could be reduced with implementation of the mitigation measures required in this EIR. [...]

Accordingly, the Draft EIR concludes that with implementation of mitigation, the project’s incremental contribution to the significant cumulative impact related to habitat loss would be reduced to a less than cumulatively considerable level.

Furthermore, page 6-56 of the Draft EIR states the following regarding habitat connectivity with the surrounding area:

Although the project site currently consists of annual brome grassland and Valley oak riparian woodland areas, both of which could be used for wildlife movement, the project site is not located in proximity to large areas of viable habitat. Urbanized areas of the City of Roseville exist to the east of the site, and areas to the north, west, and south of the site have primarily been developed for rural residential uses or agricultural uses. Thus, while wildlife may occasionally move across the site, the site does not provide a movement corridor for substantial wildlife populations, or between significant habitat areas. Finally, the proposed project would avoid development within the majority of the on-site Valley oak riparian woodland area and on-site tributary, and wildlife could continue to use the avoided riparian woodland area for movement within the site. Considering the location of the project site and the avoidance of the majority of the on-site Valley oak riparian woodland area, the proposed project would not have the potential to result in a substantial interference with the movement of any wildlife.

Thus, the project site does not currently provide high-quality contiguous open space for wildlife movement.

Response to Comment 6-3



Impacts related to traffic are addressed in detail in Chapter 14, Transportation and Circulation, of the Draft EIR. As discussed therein, with the exception of Impact 14-2 and Impact 14-7, all identified traffic impacts would be reduced to less-than-significant levels with implementation of mitigation. As discussed in Chapter 1, and elsewhere in this Final EIR, these two significant impacts are related to the level of service metric for assessing a project's traffic impacts, which the courts have recently rendered inapplicable for determining impact significance under CEQA. As a result of recent case law, discussed in Section 1.6 of the Introduction Chapter, the significance conclusions of the Draft EIR's level of service analysis have been removed, and the project's traffic impacts under CEQA are now being assessed using the vehicle miles travelled metric. See Chapter 3 of this Final EIR, Impact 14-9, for the vehicle miles traveled analysis.

All study roadways, including study segments of Vineyard Road, would operate within County LOS standards under both Existing Plus Project and Cumulative Plus Project conditions. It should be noted that issues related to excessive speeding are considered an enforcement issue and are not within the purview of CEQA.

As discussed in Chapter 12, Noise, of the Draft EIR, the proposed project would not substantially increase traffic noise at existing sensitive receptors in the project area. Furthermore, as discussed in Chapter 1, Introduction and List of Commenters, of this Final EIR, the Dry Creek Joint Elementary School District (DCJESD) school attendance boundaries have been changed to address overcrowding. The project site is now located within the area served by Heritage Oak Elementary School and Silverado Middle School. As discussed further in Chapter 3, Revisions to the Draft EIR Text, the attendance boundary changes would alter the vehicle trip distribution associated with the proposed project, resulting in substantially fewer project trips on Vineyard Road.

With regard to bicycle facilities, page 14-41 of the Draft EIR states the following:

As part of the project, Vineyard Road would be widened to accommodate one-half of a future 14-foot, two-way, left-turn lane, one 12-foot through lane, and a new Class II bike lane along the project frontage, consistent with the Placer County Regional Bikeway Plan. With future construction of the Class II bike lane, continuous bike facilities would be provided between the project site and the existing facilities along Vineyard Road to the east. Therefore, the proposed project would not conflict with planned bicycle facilities identified in adopted plans, and a less-than-significant impact would occur.

With respect to pedestrians, the proposed project would include a number of improvements to Brady Lane and Vineyard Road along the project frontages to facilitate pedestrian mode of travel. While a continuous pedestrian system is not available along Vineyard Road to the west of the project site, this is an existing condition and the project is not responsible for installing such a system. Furthermore, the school boundaries have been changed, thereby eliminating the potential demand for a provision of an access route for children to the Creekview Ranch School to the west of the project site.

Response to Comment 6-4

Study roadway segments of Brady Lane would operate acceptably under both Existing Plus Project and Cumulative Plus Project conditions. Furthermore, the proposed project would include improvements to Brady Lane along the project frontage.



Impacts related to noise are addressed in Chapter 12 of the Draft EIR. As discussed in Chapter 12, the proposed project would not substantially increase traffic noise at existing sensitive receptors in the project area.

Response to Comment 6-5

See Response to Comment 4-5 above.



Letter 7

Placer County Environmental Coordination Services

From: Carol Fisher <carolfisherstockman@yahoo.com>
Sent: Tuesday, December 10, 2019 3:54 PM
To: Placer County Environmental Coordination Services
Subject: OPPOSE BRADY VINEYARD SUBDIVISION - drycreekneighbors.com

Good afternoon,

I have lived in the Dry Creek community for over 30 years, raised my children here and have had the privilege of a quite, safe community.

7-1

It saddens me and I strongly oppose the Brady Vineyard development as it does not follow the intent of the Dry Creek Community plan. Dense housing is not desired in our community. There are many other pieces of land the city has annexed, where dense housing can take place.

Thank you

Carol Fisher
3275 Almond Blossom Lane
Roseville
Sent from my iPhone



LETTER 7: CAROL FISHER

Response to Comment 7-1

As noted in the Draft EIR, the proposed project would require a General Plan/Community Plan Amendment to alter the project site's existing land use designations, which is subject to Placer County Board of Supervisors approval. However, the DCWPCP previously anticipated development of the project site with residential uses. The comment does not address the adequacy of the Draft EIR and has been forwarded to the decision-makers for their consideration.



Letter 8

Placer County Environmental Coordination Services

From: Blossom <Blossom1@surewest.net>
Sent: Thursday, December 12, 2019 10:14 AM
To: Placer County Environmental Coordination Services
Subject: Dry Creek Community Plan

To Whom it May Concern,

There is NO reason to have to 'fight' the same battle over and over again to preserve our unique rural community of Dry Creek. Our elected officials are tasked with REPRESENTING OUR PLAN.

- 8-1 PLEASE CONSIDER again: Our community is the pleasing buffer between two high density areas of Sacramento County's Antelope and Roseville City. We have our own identity and have for many years participated in the General Plan and specific plans of the County and the jurisdictions on either side of our community to insure infill for our community. Infill that is sought is to be kept compatible with existing rural homes. In that effort, we helped craft the Dry Creek/West Placer Community Plan. The "slash" was deliberate meant to distinguish an existing neighborhood = Dry Creek from the undeveloped area west of Walerga.

- 8-2 The *need and route* to preserve the quality of life and the rural nature of the Dry Creek Community as required by our plan is clear and obvious. It requires the Planning Commission, the Board of Supervisors, and staff to enforce our adopted plan as was clearly recommended and requested by our MAC and the existing residents of Dry Creek. ENFORCING THE ADOPTED COMMUNITY PLAN'S GOALS AND POLICIES is has been and is expected of our representatives. It should also BECOME the clear expectation of the developers who will also then understand that *no plans should be proposed that do not follow the goals and policies. Do present anything else is a deliberate choice ignore residents input and the plan. Please do not come to the Dry Creek Community with inappropriate plans that will ruin, endanger, and alter the existing nature of our unique rural community.* Keeping infill in our neighborhood rural in line with the community plan also helps prevent conflicts of lifestyle. We encourage home designs that will include *front porches* on ranch styled homes to enhance neighborly interactions.

- 8-3 It is also a well known fact that preserving the rolling country roads with their roadside drainage, our dark night skies [light pollution is not healthy], restricting through traffic, preventing inappropriate density increases, protecting existing drainage swales and intermittent creeks flowing to Dry Creek during storm events from alteration [via grading] are necessary components our plans protections. Additionally, preserving open areas of the expansive flood plain and riparian habitat also aids in flood control in the region and provides for some ground water recharge. The flooding of Dry Creek, Roseville and Antelope would be much worse if our rural neighborhood was graded and paved over with city-like projects that are totally inappropriate for the community.

- 8-4 Final point: The County, if it fails to enforce the plan, would be failing to protect existing residents. Other than LARGER profit margins for developers, there is no justification for *not holding developments to the spirit and the letter of our plan.* The area can not 'afford' to forfeit their plan at the request of developers. . If developers fail to follow the goals and policies of our plan... their projects at Brady, along the creek at Almond Blossom Lane, and at Vineyard and Cook Riolo with absolutely negatively, significantly, and cumulatively impact not only Dry Creek Community's existing residents but the residents of Antelope and Roseville as well particularly in regards to flooding, increased traffic, noise, excessive lighting, more crowded classrooms, and a garbage dump/landfill that is going to fill up!.

Thank you , in advance, for representing existing Dry Creek residents and for enforcing our adopted plan.

Sincerely,
Monica Gollmyer



LETTER 8: MONICA GOLLMYER

Response to Comment 8-1

The comment does not address the adequacy of the Draft EIR, but has been forwarded to the decision-makers for their consideration.

Response to Comment 8-2

A detailed analysis of the proposed project's consistency with the policies in the Placer County General Plan and the DCWPCP adopted for the purpose of avoiding or mitigating an environmental effect is provided in Table 11-9 of the Draft EIR, beginning on page 11-36. As presented in Table 11-9, and discussed throughout Chapter 11 of the Draft EIR, from a policy perspective, the proposed project would be generally consistent with the policies in the Placer County General Plan and the DCWPCP adopted for the purpose of avoiding or mitigating an environmental effect. As stated on page 11-26 of the Draft EIR, approval of the General Plan/DCWPCP Amendment, Rezone, Variance, CUP, and Minor Boundary Line Adjustment are discretionary actions subject to approval by the Placer County Board of Supervisors. Should the Placer County Board of Supervisors approve the requested entitlements, the project would be rendered consistent with the County's DCWPCP and Zoning Ordinance.

As discussed under Response to Comment 3-1 above, the Appellate Court has evaluated whether community character is a consideration per CEQA and whether changes to community character or social impacts constitute an environmental impact under CEQA. The Court determined that CEQA does not require an analysis of subjective psychological feelings or social impacts. Thus, the commenters' concerns regarding the rural nature of the area do not address the adequacy of the Draft EIR. The physical environmental effects associated with the proposed project, including the requested entitlements that would allow for development of the project site at an increased density, are evaluated throughout the Draft EIR.

Response to Comment 8-3

In keeping with CEQA Guidelines Section 15088(c), as recently amended by the State, the level of detail contained in a response may correspond to the level of detail provided in the comment (i.e., responses to general comments may be general). The commenter does not specify precise concerns related to the Draft EIR analysis and/or whether they believe the Draft EIR does not adequately address their concerns. Because adequate specifics were not provided in the comment sufficient to provide a detailed response, the following general responses are offered in response to the comment:

- Impacts related to hydrology and water quality, including stormwater runoff, drainage, and downstream effects, are addressed in Chapter 10 of the Draft EIR. As presented in Chapter 10, all identified impacts related to hydrology and water quality would be reduced to less-than-significant levels with implementation of the required mitigation measures set forth in the Draft EIR. The existing on-site tributary would not be developed or graded as part of the proposed project, and would continue to serve as a drainage feature within the project site.
- As noted on page 4-15 of the Draft EIR, development of the project site with single-family residences and associated improvements would introduce additional sources of light and/or glare to a site where none currently exist. However, with implementation of Mitigation Measure 4-2, which requires submittal of a lighting plan to the Placer County Design Review Committee for review and approval, project impacts related to new sources



of light and glare were determined to be less than significant. Per Mitigation Measure 4-2, the lighting plan must demonstrate that proposed lighting fixtures would be shielded or screened to direct the light downward and prevent light spill on adjacent properties.

- The proposed project would result in increased vehicle trips on area roadways; associated effects on local transportation facilities are evaluated in Chapter 14, Transportation and Circulation, of the Draft EIR, and modified, as appropriate, based upon recent court case law, in Chapter 3 of this Final EIR. All identified traffic impacts would be reduced to less-than-significant levels with implementation of mitigation.⁸
- With regard to development of the project site at the proposed density, see Response to Comment 8-2.
- As stated on page 3-11 of the Draft EIR, as part of the proposed project, a total of 6.34 acres of the site would be retained and rezoned as open space (Lot E), including the unnamed tributary and areas planned for on-site trails. As such, the proposed project would preserve and protect the on-site riparian habitat.
- Impacts associated with groundwater recharge are addressed in Chapter 10, Hydrology and Water Quality, of the Draft EIR, specifically under Impact 10-3 on page 10-29. As noted on page 10-29 of the Draft EIR, due to the on-site soil types, the project site would not be considered an important groundwater recharge area. Furthermore, the proposed project would not include any development within the channel of the Dry Creek Vineyard Road tributary; thus, infiltration of water moving through the tributary would continue to occur and contribute to groundwater recharge.
- Impacts associated with flooding are addressed in Chapter 10, Hydrology and Water Quality, of the Draft EIR. As discussed under Impact 10-4, the inclusion of overflows in the bio-retention planters would ensure that the proposed changes in site drainage patterns would not result in on-site flooding. As also stated under Impact 10-4 of the Draft EIR, peak flows from the project site, although increasing, would not be anticipated to coincide with larger upstream peak flows, and would not be anticipated to cause flooding off-site. As discussed under Impact 10-5 of the Draft EIR, the proposed project would not result in any substantial changes in the floodplain of the Dry Creek Vineyard Road tributary that would expose off-site structures or people to risks of loss, injury or death due to flooding. The Draft EIR concluded that placement of fill in FEMA floodplains would not substantially impede or redirect flood flows nor would placement of fill expose people or structures to risk from flooding. In addition, a Conditional Letter of Map Revision (CLOMR) would be required to be submitted to FEMA prior to Improvement Plan approval to ensure the project's compliance with existing regulations related to alterations of floodplains, which is required by Mitigation Measure 10-5.

Response to Comment 8-4

See Responses to Comments 8-2 and 8-3 above. Cumulative environmental impacts associated with development of the proposed project, as well as other pending and planned development in the DCWPCP area, are evaluated throughout the technical chapters of the Draft EIR. All identified impacts would be reduced to less-than-significant levels with implementation of mitigation.

⁸ As discussed in Chapter 1, and elsewhere in this Final EIR, the Draft EIR identified two significant and unavoidable impacts related to the level of service (LOS) metric for assessing a project's traffic impacts, which the courts have recently rendered inapplicable for determining impact significance under CEQA. As a result of recent case law, discussed in Section 1.6 of the Introduction Chapter, the significance conclusions of the Draft EIR's LOS analysis have been removed, and the project's traffic impacts under CEQA are now being assessed using the vehicle miles travelled (VMT) metric. See Chapter 3 of this Final EIR, Impact 14-9, for the VMT analysis.



Potential new demands resulting from the proposed project on schools is addressed in Chapter 13, Public Services and Recreation, of the Draft EIR. As discussed in Impact 13-4 of the Draft EIR, according to Senate Bill (SB) 50, payment of the necessary school impact fees for the project would be considered full and satisfactory CEQA mitigation. Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any “[...] legislative or adjudicative act [...] involving [...] the planning, use, or development of real property” (Government Code 65996[b]). Thus, impacts related to schools were determined to be less than significant with payment of school impact fees.

Impacts related to the proposed project's generation of solid waste are addressed under Impact 15-4 within Chapter 15, Utilities and Service Systems, of the Draft EIR. Cumulative impacts related to solid waste generation are addressed under Impact 15-5. As discussed in Chapter 15, the proposed 118 single-family units would produce approximately 1,213.8 pounds of waste per day, or approximately 0.18 percent of the Western Regional Sanitary Landfill (WRSL) daily permitted capacity. A total of 1,213.8 pounds of waste per day would equate to approximately 221.5 tons per year, or 0.03 percent of the WRSL's annual permitted capacity. The proposed project could potentially include the construction of up to 12 additional on-site ADUs in order to meet the County's affordable housing requirements, resulting in a total of 130 units. However, each ADU would be substantially smaller than the primary residence on the lot; thus, construction waste associated with the 12 additional units would be relatively minor. In addition, each unit would house a lower number of residents relative to standard market-rate single-family units, thereby resulting in reduced operational solid waste generation.

Therefore, the project would not be considered to contribute significant amounts of waste to the WRSL, and the WRSL has sufficient capacity to handle the increase in waste anticipated to be generated by implementation of the proposed project.



Letter 9

Placer County Environmental Coordination Services

From: Dr April Lea Go Forth <rise@citlink.net>
Sent: Friday, November 22, 2019 2:00 PM
To: Placer County Environmental Coordination Services
Cc: Leah Mudron
Subject: OPPOSE BRADY VINEYARD SUBDIVISION - drycreekneighbors.com

Greetings Ms. Herrington:

- 9-1 The Brady-Vineyard Subdivision does not bring vital services to our area and yet promises density that impacts enrollment of the local school and brings too much for the roads to sustain. Congestion on several roads is a just one concern. "Growth doesn't pay for itself. We pay for it." As a consistent, strong advocate for rural preservation who carefully researched this Roseville/Dry Creek area before purchasing, traffic is a huge issue. But more importantly is respect for the natural features in our last scenic, historic, culturally significant and environmentally sensitive area in Roseville! Brady-Vineyard Subdivision is certainly a most desirable property to develop, yet it will significantly damage current property owner's quality of life in this area.
- 9-2
- 9-3

- 9-4 The Brady-Vineyard Subdivision does not bring vital services to our area and yet promises density that impacts enrollment of the local school and brings too much for the roads to sustain. Congestion on several roads is a just one concern. "Growth doesn't pay for itself. We pay for it." As a consistent, strong advocate for rural preservation who carefully researched this Roseville/Dry Creek area before purchasing, traffic is a huge issue. But more importantly is respect for the natural features in our last scenic, historic, culturally significant and environmentally sensitive area in Roseville! Brady-Vineyard Subdivision is certainly a most desirable property to develop, yet it will significantly damage current property owner's quality of life in this area.

- 9-5 I ask you to join me to stop the general plan for amendment Thank you - april, 3200 Mercedes Place, Roseville, 95747.

.....
Dr. April Lea Go Forth, Exec Director
Resources for Indian Student Education
P.O. Box 1878, Alturas, CA 96101
rise@citlink.net

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LETTER 9: APRIL LEA GO FORTH (NOVEMBER 22, 2019)

Response to Comment 9-1

The proposed project would include construction of a new lift station to be located on Lot A, on the north side of Vineyard Road, east of the on-site tributary and opposite Misty Lane. The lift station, which would be financed by the project applicant, has been previously planned by the County per the Northeast Area Sewer Master Plan and would serve the entire northeast portion of the DCWPCP area. Additional detail regarding the proposed sewer infrastructure improvements is provided in Chapter 15, Utilities and Service Systems, of the Draft EIR.

Potential new demands resulting from the proposed project on schools is addressed in Chapter 13, Public Services and Recreation, of the Draft EIR. As discussed in Impact 13-4 of the Draft EIR, according to Senate Bill (SB) 50, payment of the necessary school impact fees for the project would be considered full and satisfactory CEQA mitigation. Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any “[...] legislative or adjudicative act [...] involving [...] the planning, use, or development of real property” (Government Code 65996[b]). Thus, impacts related to schools were determined to be less than significant with payment of school impact fees. Furthermore, as discussed in Chapter 1, Introduction and List of Commenters, of this Final EIR, the DCJESD school attendance boundaries have been changed to address overcrowding. The project site is now located within the area served by Heritage Oak Elementary School and Silverado Middle School.

Regarding traffic, see Response to Comment 9-2 below.

Response to Comment 9-2

Impacts related to traffic are addressed in detail in Chapter 14, Transportation and Circulation, of the Draft EIR, and modified, as appropriate, based upon recent court case law, in Chapter 3 of this Final EIR. All identified traffic impacts would be reduced to less-than-significant levels with implementation of mitigation.⁹ In addition, the County will condition the project to require the project applicant to pay applicable traffic impact fees that are in effect for the Dry Creek area, including the following:

- A. County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code;
- B. South Placer Regional Transportation Authority (SPRTA);
- C. “Bizz Johnson” Highway Interchange Joint Powers Authority; and
- D. Placer County / City of Roseville JPA (PC/CR).

Payment of the adopted traffic impact fees would constitute satisfaction of the project’s fair share towards roadway maintenance and improvement projects in the region.

⁹ As discussed in Chapter 1, and elsewhere in this Final EIR, the Draft EIR identified two significant and unavoidable impacts related to the level of service metric for assessing a project’s traffic impacts, which the courts have recently rendered inapplicable for determining impact significance under CEQA. As a result of recent case law, discussed in Section 1.6 of the Introduction Chapter, the significance conclusions of the Draft EIR’s level of service analysis have been removed, and the project’s traffic impacts under CEQA are now being assessed using the vehicle miles travelled metric. See Chapter 3 of this Final EIR, Impact 14-9, for the vehicle miles traveled analysis.



Response to Comment 9-3

Issues related to aesthetics and cultural resources, including historic resources, are evaluated in Chapters 4 and 7, respectively, of the Draft EIR. Per CEQA Guidelines Section 15131, “quality of life” concerns raised by certain commenters are a social issue and do not require analysis under CEQA. Nonetheless, the commenter’s concern has been forwarded to the decision-makers for their consideration.

Response to Comment 9-4

See Responses to Comments 9-1 through 9-3 above.

Response to Comment 9-5

The comment does not address the adequacy of the Draft EIR, but has been forwarded to the decision-makers for their consideration.



Letter 10

Placer County Environmental Coordination Services

From: Dr April Lea Go Forth <rise@citlink.net>
Sent: Saturday, December 7, 2019 4:05 PM
To: Placer County Environmental Coordination Services
Cc: Leah Mudron
Subject: OPPOSE BRADY VINEYARD SUBDIVISION - drycreekneighbors.com

10-1

The Brady-Vineyard Subdivision does not bring vital services to our area. It DOES promise density that impacts enrollment of the local school, brings too much traffic for already congested roads to sustain, and removes the valued rural quality of life diminished from so many areas. "Growth doesn't pay for itself. We pay for it." As a consistent, strong advocate for rural preservation who has carefully researched this Roseville/Dry Creek area before purchasing my acreage/home, traffic is a huge issue. But more importantly is respect for the natural features in our last scenic, historic, culturally significant and environmentally sensitive area in Roseville! Brady-Vineyard Subdivision is certainly a most desirable property to develop, sure everyone wants to live here. Finally there is a limit to how many people can live in one area, and the density of the Brady-Vineyard Subdivision WILL significantly damage current property owner's quality of life in this area.

I ask for responsible environmental management to STOP the general plan for amendment and end the Brady Subdivision. Keep quality of life for this small area! Thank you - Dr. April Lea Go Forth, 3200 Mercedes Place, Roseville, 95747.

.....
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LETTER 10: APRIL LEA GO FORTH (DECEMBER 7, 2019)

Response to Comment 10-1

See Responses to Comments 9-1 through 9-3 above. The commenter's concerns have been forwarded to the decision-makers for their consideration.



Letter 11

Placer County Environmental Coordination Services

From: Tien Nguyen <tienws@yahoo.com>
Sent: Saturday, December 7, 2019 2:50 PM
To: Placer County Environmental Coordination Services
Cc: 'Tien Nguyen'
Subject: Brady Vineyard Subdivision (PLN18-00234), Notice of Availability of a Draft EIR

Dear Sir and Madam,

11-1

This is to convey to you and all planning officials involved that I am a resident in the Dry Creek area and would like to call upon you to NOT changing the current zoning of the area and help reject the proposed Brady Vineyard Subdivision development. Most of us have moved to this Dry Creek area due to its current zoning. Any development contrary to the current zoning should be avoided. High density housing development is not compatible with the current zoning.

Thank you for your attention.
Tien Nguyen
</html>



LETTER 11: TIEN NGUYEN

Response to Comment 11-1

See Response to Comment 4-3 above. The commenter's concerns have been forwarded to the decision-makers for their consideration.



From: Robert H. Smith <Robert.Smith@doj.ca.gov>
Sent: Wednesday, November 20, 2019 10:25 PM
To: Shirlee Herrington
Subject: Re: Brady Vineyard Subdivision (PLN18-00234), Notice of Availability of a Draft EIR

Letter 12

12-1 So after all that was said at the previous meeting, you are allowing the 119 units?????????



LETTER 12: ROBERT SMITH

Response to Comment 12-1

The comment does not address the adequacy of the Draft EIR. The commenter's concerns have been forwarded to the decision-makers for their consideration.



Letter 13

Date: December 14, 2019

To: Placer County Planning Commission

RE: Brady/Vineyard Subdivision Draft EIR (PLN18-00234)
Public Review and Comment
Supervisory District 1 (Gore)

Dear Commission members,

- 13-1 The proposed change to the existing General Plan/Community plan as requested by the developer of the Brady/Vineyard Subdivision would have a huge negative environmental impact on the local community, affecting both wildlife and humans. That 35-acre area supports and sustains over a dozen bird species and several mammal species. The high-density development would devastate the habitat and provide a ridiculously small amount of open space, much of which is noncontiguous and therefore useless for supporting wildlife.
- 13-2 Another negative environmental impact of the Brady/Vineyard Subdivision relates to traffic and noise. Many Americans report that a huge daily stressor for them is traffic, and the proposed high-density development will greatly impact the nearby roads. Vineyard Road is a narrow two-lane country road with virtually no shoulder, putting pedestrians and cyclists at high risk. I have witnessed vehicles moving there at freeway speeds, and even crossing double yellow lanes to pass! Adding a couple of hundred more vehicles to the area will significantly increase traffic congestion, noise, and generally decrease the quality of life that now exists in the neighborhood. The Draft EIR notes that proposed intersection upgrades at Baseline Road/Brady Lane and Vineyard Road/Brady Land are NOT guaranteed!! With this degree of
- 13-3 uncertainty about future road access, allowing the proposed high-density Brady/Vineyard development project to proceed would be highly illogical.

Thank you for your consideration of this matter.

Sincerely,



Sonja Sorbo, MD
8534 Brackenwood Court
Roseville, CA 95747



LETTER 13: SONJA SORBO

Response to Comment 13-1

See Responses to Comments 6-1 and 6-2 above.

Response to Comment 13-2

See Responses to Comments 6-3 and 6-4 above.

Response to Comment 13-3

See Response to Comment 4-5 above. The commenter's concerns have been forwarded to the decision-makers for their consideration.



Letter 14

Placer County Environmental Coordination Services

From: Suzanne Wendorf <szwnd12@live.com>
Sent: Wednesday, December 11, 2019 2:56 PM
To: Placer County Environmental Coordination Services
Subject: OPPOSE BRADY VINEYARD SUBDIVISION - drycreekneighbors.com

Good Afternoon:

- 14-1 I am writing this in hopes of stopping this project. I have read through the entire proposed subdivision and the thought of having so many homes put into what seems like a lot of property become a mecca for traffic and taking away from the wild life. We moved out in this area to avoid congested area's of living. I see no benefit for this subdivision. We have endured a lot of traffic when Morgan Creek was put in and have had more accidents, speeding down Vineyard and people cutting through our smaller streets to avoid stopping at stop signs or street lights. The noise will increase and I
- 14-2 don't believe low income housing is a benefit in this area where people have spent a lot of money to increase the value of their properties and to have a multitude of houses sitting on top of each other is nothing more than an eyesore and causing more traffic jams on Foothills Blvd. It took me almost 15 minutes to navigate through traffic just to get to the
- 14-3 signal light at Foothills and Cirby Way. I do not support this project or the one located off Vineyard and Cook Riolo. Please let us know what we can continue to do to stop this project!
- Sincerely,
Suzanne Wendorf



LETTER 14: SUZANNE WENDORF

Response to Comment 14-1

With regard to traffic issues, including speeding concerns, see Response to Comment 6-3 above. With regard to biological resources, see Response to Comment #152 under Letter 3 above.

Response to Comment 14-2

As discussed in Chapter 12, Noise, of the Draft EIR, the proposed project would not substantially increase traffic noise at existing sensitive receptors in the project area. See Response to Comment 14-1 above with regard to traffic. Study intersections along Foothills Boulevard would operate within applicable standards under both Existing Plus Project and Cumulative Plus Project conditions.

As discussed in Response to Comment 3-1 above, analysis of issues related to property values are not required under CEQA Guidelines and, thus, such analysis is not included in the Draft EIR. Specifically, per Section 15064(e), “Economic and social changes resulting from a project shall not be treated as significant effects on the environment. [...]” Nonetheless, the comment has been forwarded to the decision-makers for their consideration.

Response to Comment 14-3

The comment does not address the adequacy of the Draft EIR. The commenter’s concerns have been forwarded to the decision-makers for their consideration.



Letter 15

From: KRISTIN BOYLE [<mailto:krisiboyle@comcast.net>]
Sent: Friday, January 3, 2020 11:12 PM
To: Christopher Schmidt <CRSchmid@placer.ca.gov>
Subject: Brady Vineyard Subdivision

Hello Mr. Schmid,

- 15-1 I am a resident who will be greatly impacted by the new subdivision on Brady/Vineyard. I have a couple of questions I am hoping you can answer.
- 15-2 1. The proposed subdivision map (attached) shows that the proposed round-about in the intersection of Brady x Vineyard will include part of my backyard property (as shown with the dotted lines for the round-about). Please explain, as I may be misinterpreting the map.
- 15-3 2. What measures are going to put in place to keep my backyard/pool clean from construction dust/dirt/debris during the building process? Previously, the constant street sweeper (from construction of the newer homes on Vineyard) added immense dirt into our pool and onto our patio.
- 15-4 Thanks. I look forward to hearing from you and working with you to minimize the effects from construction that will impact our home.

Krisi Boyle
1325 Champagne Circle
Roseville
(650) 740-4547





LETTER 15: KRISI BOYLE (LATE LETTER)

Response to Comment 15-1

The comment is an introductory statement and does not specifically address the adequacy of the Draft EIR.

Response to Comment 15-2

The DCWPCP specifically calls for inclusion of a future roundabout at the Vineyard Road/Brady Lane intersection; thus, the proposed project is required to set aside sufficient land to provide for construction of a portion of the roundabout on the project site. However, such a roundabout is not included in the CIP for the area and funding sources have not been identified. Due to the existing development in the vicinity of the intersection location, the County has indicated that future installation of a roundabout is unlikely. If increased congestion at the intersection necessitates improvements, the County will consider funding for intersection improvements with the next capital improvement program update.

Response to Comment 15-3

As stated on page 5-35 of the Air Quality and Greenhouse Gas Emissions chapter of the Draft EIR:

It should be noted that construction activity related to implementation of the proposed project would be subject to PCAPCD Rule 228. Rule 228 requires projects involving earth-disturbing activities to implement various dust control measures, such as minimizing track-out on to paved public roadways, limiting vehicle travel on unpaved surfaces to 15 miles per hour, and stabilization of storage piles and disturbed areas. Furthermore, standard Placer County conditions of approval for proposed projects within the County include various requirements that would result in additional reductions of emissions related to implementation of the proposed project from what has been estimated and presented above within Table 5-8 through 5-10. The County's standard conditions of approval are listed below:

The Draft EIR goes on to list the County's specific conditions of approval, which include, but are not limited to, the following measures related to dust control:

- The applicant shall submit a Dust Control Plan to the Placer County Air Pollution Control District (APCD) when the project area to be disturbed is greater than one acre. The Dust Control Plan shall be submitted to the APCD a minimum of 21 days before construction activity is scheduled to commence. The Dust Control Plan can be submitted online via a fill-in form: <http://www.placerair.org/dustcontrolrequirements/dustcontrolform>.
- The prime contractor shall be responsible for keeping adjacent public thoroughfares clean by keeping dust, silt, mud, dirt and debris from being released or tracked offsite.
- The contractor shall apply methods such as surface stabilization, the establishment of a vegetative cover, paving, (or use another method to control dust as approved by the individual jurisdiction) to minimize wind-driven dust.
- The contractor shall apply water or use methods to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site. (Based on APCD Rule 228 / section 304)
- The contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are high enough to result in dust emissions crossing the boundary



line, despite the application of dust mitigation measures. (Based on APCD Rule 228 / section 401.6)

- In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving (or use of another method to control dust as approved by Placer County). (Based on APCD Rule 228 / section 402)

Response to Comment 15-4

The comment is a concluding statement and does not address the adequacy of the Draft EIR.



BRADY VINEYARD SUBDIVISION PROJECT DRAFT EIR PUBLIC COMMENT HEARING SUMMARY

Letter 16

Date: December 12, 2019
Time: 10:00 AM
Location: Placer County Community Development Resource Center
Planning Commission Hearing Room
3091 County Center Drive,
Auburn, CA 95603

Verbal Comments (arranged in order of “appearance” of commenter):

Commissioner Questions/Comments

Commissioner

- 16-1 ☐ • Commissioner asks why the County is not looking to get an agreement with the City of Roseville for the project improvements.
- 16-2 ☐ • Commissioner questions what the variance is for and if the Zoning Ordinance should be amended to allow everyone the same variance.
• Commissioner states that the County will continue to receive variance requests until the zoning ordinance is amended.
- 16-3 ☐ • Commissioner notes that four affordable housing alternatives are included in the Draft EIR and the last one still has the in-lieu fee, which is not available at this time.
• Commissioner asks why an in-lieu fee option is available to the applicant as an alternative if the policy has not been changed.
• Commissioner states that an in-lieu fee amount is not set at the moment and the Board of Supervisors would have to come up with a number.
- 16-4 ☐ • Commissioner asks about the layout of the secondary dwelling units and whether the units would be attached or detached.

Public Comments

Commenter 1 (Craig Hobday)

- 16-5 ☐ • Commenter points out the traffic impact on Vineyard Road cannot be mitigated.
• Commenter states that traffic impacts to Vineyard Road could not be mitigated after implementation of the Morgan Creek Project.
• Vineyard Road is not capable of handling the addition of traffic attributable to the project.
- 16-6 ☐ • Commenter is in favor of Alternative B, which would not change the current plan.

Commenter 2 (Kathy Fields)

- 16-7 ☐ • Commenter states that in conjunction with projects in the area, the traffic is getting too much for Vineyard Road to handle.
• Commenter notes that many drivers cut through Morgan Creek onto Vineyard Road to get to Interstate 80.
- 16-8 ☐ • Commenter adds that the development of two new schools in the project area have added traffic to Vineyard Road.



Letter 16, Cont'd

- | | |
|--------------|--|
| 16-8, cont'd | <ul style="list-style-type: none"> • Commenter states that people walk and bike on Vineyard Road, which does not include a shoulder, curb, or gutter. |
| 16-9 | <ul style="list-style-type: none"> • Commenter states that wildlife is also known to live in the project area. |
| 16-10 | <ul style="list-style-type: none"> • Commenter is concerned that construction of the roundabout at Brady Road and Vineyard Road would require taking people's property. |
| 16-11 | <ul style="list-style-type: none"> • Commenter thinks that without effective mitigation for Vineyard Road, the addition of traffic from the project cannot be handled. |

Commenter 3 (Rick Riedman)

- | | |
|-------|--|
| 16-12 | <ul style="list-style-type: none"> • Commenter argues that the project would double the population on Vineyard Road, which is already in distress. • Commenter believes the only way to mitigate for the impacts to Vineyard Road would include taking people's property that are on the road. |
| 16-13 | <ul style="list-style-type: none"> • Commenter notes that the proposed project includes a decomposed granite walkway, which does not work well with wheelchairs. |
| 16-14 | <ul style="list-style-type: none"> • Commenter states that traffic noise from vehicles driving at high speeds severely impacts the neighborhoods in the area. |
| 16-15 | <ul style="list-style-type: none"> • Commenter states that there would be a fence around the project that would prevent other community members from getting into the site. |

Commenter 4 (Barry Stillman)

- | | |
|-------|--|
| 16-16 | <ul style="list-style-type: none"> • Commenter states that the Environmental Impact Report fails to address the impacts on an additional intersection: the two roundabouts on Vineyard Road/Brady Road and Vineyard Road/Cook Riolo Road. |
| 16-17 | <ul style="list-style-type: none"> ○ Commenter states that the traffic at Vineyard Road and Cook Riolo Road will get worse. |
| 16-18 | <ul style="list-style-type: none"> ○ Commenter states that a significant impact would occur at northbound/southbound Cook Riolo between Baseline Road and Vineyard Road, which has not been addressed by the EIR. |
| 16-19 | <ul style="list-style-type: none"> • Commenter asks how can the existing community plan option of 35 homes have the same or more environmental impacts than that of 125 homes? |

Commenter 5 (Chuck Barstallow)

- | | |
|-------|--|
| 16-20 | <ul style="list-style-type: none"> • Commenter states that the development of Morgan Creek increased traffic on Vineyard Road. |
| 16-21 | <ul style="list-style-type: none"> • Commenter states that drivers are passing over the double yellow line on Vineyard Road, east to Cook Riolo Road. • Commenter notes that drivers travel at high speeds on Vineyard Road. |
| 16-22 | <ul style="list-style-type: none"> • Commenter states that the property was previously zoned a two-acre minimum and in the 1980's the property was rezoned to a one-acre minimum. <ul style="list-style-type: none"> ○ Commenter is concerned about the density due to the rezone to develop three homes for every acre. • Commenter is in support of buildout of the existing community plan. |



LETTER 16: BRADY VINEYARD SUBDIVISION PROJECT, DRAFT EIR PUBLIC COMMENT HEARING SUMMARY (DECEMBER 12, 2019)

Response to Comment 16-1

It is understood that the Commissioner was referring to the Baseline Road/Brady Lane intersection, which is in the City of Roseville. As discussed on page 14-54 of the Draft EIR, the proposed project would result in this intersection operating in conflict with the LOS standard used in the analysis for unsignalized Roseville intersections. While there are methods available to address the conflict (e.g., traffic signals), this intersection is outside of the County's jurisdiction; as such, completion of the improvements cannot be guaranteed by the County. Further, to the commissioner's point, the County has evaluated and discussed this issue with the City of Roseville traffic engineering staff, and City staff indicated that the City of Roseville would not require the signal as a result of the project, and restricting left turns at the intersection is not recommended by the City. Therefore, under these circumstances, this conflict with the applicable LOS standard would remain.¹⁰

Response to Comment 16-2

Per Sections 17.50.010 and 17.52.040(C)(3) of the Placer County Code, projects with a -B combining district with lot sizes of 8,000 sf or less are limited to site coverage restrictions of 40 percent maximum. As stated on page 3-18 of the Draft EIR, the requested zoning variance would increase the allowable building coverage to 50 percent for one-story units within the project site, while two-story units would remain at the allowable 40 percent maximum.

While the County may consider future changes to the Placer County Code to alter the County's lot coverage requirements, any such changes would be separate from the proposed project, and are not the subject of this EIR.

Response to Comment 16-3

Currently, General Plan Policy B-14 allows payment of an in-lieu fee as one of the available methods to satisfy the County's affordable housing requirements. As stated on page 3-6 of the Draft EIR, the in-lieu fee referenced in Option D would be determined by the County Board of Supervisors.

Response to Comment 16-4

The final design of the proposed project would be reviewed by the County as part of building plan approval to ensure consistency with the Placer County Code. Per Section 17.56.200 of the Placer County Code, the Accessory Dwelling Units (secondary dwelling units) may be either attached or detached from the primary residence on the lot. In addition, a secondary dwelling unit may be attached to a residential accessory structure as allowed in Section 17.56.180, as long as the secondary dwelling has a separate entrance with no internal circulation to the attached residential

¹⁰ As discussed in Chapter 1, and elsewhere in this Final EIR, this traffic impact, identified in the Draft EIR, is related to the level of service (LOS) metric for assessing a project's traffic impacts, which the courts have recently rendered inapplicable for determining impact significance under CEQA. As a result of recent case law, discussed in Section 1.6 of the Introduction Chapter, the significance conclusions of the Draft EIR's LOS analysis have been removed, and the project's traffic impacts under CEQA are now being assessed using the vehicle miles travelled (VMT) metric. See Chapter 3 of this Final EIR, Impact 14-9, for the VMT analysis.



accessory structure, unless said structure is a garage. These standards reflect State legislation related to development of Accessory Dwelling Units that was in place at the time of preparation of the Draft EIR.

Response to Comment 16-5

Impacts related to traffic are addressed in detail in Chapter 14, Transportation and Circulation, of the Draft EIR. As discussed therein, impacts to all study roadways, including study segments of Vineyard Road, would operate within County LOS standards under both Existing Plus Project and Cumulative Plus Project conditions. While the project would result in a conflict with the applicable LOS standard at two study intersections along Vineyard Road, both intersections already operate unacceptably without the project under Cumulative No Project conditions, and these LOS impacts are no longer considered significant pursuant to CEQA, consistent with recent court case law, as discussed elsewhere in this Final EIR. See Response to Comment 4-5. As discussed in Chapter 1, Introduction and List of Commenters, of this Final EIR, due to a recent change in the attendance boundaries of the DCJESD, the project site will move out of the Creekview Ranch School attendance area and into the area served by Heritage Oak Elementary School and Silverado Middle School. As discussed further in Chapter 3, Revisions to the Draft EIR Text, the attendance boundary changes would alter the vehicle trip distribution associated with the proposed project, resulting in substantially fewer project trips on Vineyard Road.

Response to Comment 16-6

The comment does not address the adequacy of the Draft EIR; however, the comment has been forwarded to the decision-makers for their consideration.

Response to Comment 16-7

See Response to Comment 16-5 above. Existing issues related to cut-through vehicle traffic in the project area are considered part of the CEQA baseline, and have been accounted for in the traffic counts conducted as part of the project-specific traffic study.

Response to Comment 16-8

The comment does not address the adequacy of the Draft EIR. See Response to Comment 6-3 regarding pedestrian traffic on Vineyard Road. As noted therein, while a continuous pedestrian system is not available along Vineyard Road to the west of the project site, this is an existing condition. Existing pedestrian routes within the project vicinity have been accounted for as part of the CEQA baseline within the project-specific traffic study.

Response to Comment 16-9

Please see Responses to Comments #90 and #152 under Letter 3 and 6-2 above.

Response to Comment 16-10

See Response to Comment 4-2 above.

Response to Comment 16-11

See Response to Comment 16-5 above.

Response to Comment 16-12

Assuming the “population on Vineyard Road” referenced by the commenter corresponds to the vehicle traffic along Vineyard Road, see Response to Comment 16-5 above. Further, as



discussed in detail in Chapter 3, Revisions to the Draft EIR Text, of this Final EIR, the proposed project would generate a total of 80 AM peak hour vehicle trips on Vineyard Road west of the project site, after taking into account the attendance boundary changes to the DCJESD mentioned in Response to Comment 16-5 above. Without the attendance boundary changes, the project would generate a total of 144 AM peak hour trips on the same segment, as discussed in the Draft EIR. Currently, Vineyard Road experiences a total of 4,315 average daily vehicle trips to the west of the project site. Thus, implementation of the proposed project would not double traffic volumes on Vineyard Road.

Response to Comment 16-13

The commenter's design-related concerns about the substrate of the project's planned walkway along the Vineyard Road frontage have been forwarded to the decision-makers for their consideration.

Response to Comment 16-14

Impacts related to noise are addressed in Chapter 12 of the Draft EIR. As discussed in Chapter 12, Noise, of the Draft EIR, the proposed project would not substantially increase traffic noise at existing sensitive receptors in the project area.

Response to Comment 16-15

The comment does not address the adequacy of the Draft EIR. The project site is located on private property. Thus, similar to existing conditions, public access to the project site would not be permitted with development of the proposed project.

Response to Comment 16-16

The intersections of Vineyard Road/Brady Lane and Vineyard Road/Cook Riolo Road are evaluated as study intersections #6 and #5, respectively, in the Transportation and Circulation chapter of the Draft EIR, as well as in the Traffic Impact Analysis prepared for the proposed project by KD Anderson & Associates, Inc., which is included as Appendix K to the Draft EIR.

Response to Comment 16-17

Potential impacts to the intersection of Vineyard Road and Cook Riolo Road as a result of the proposed project are evaluated in Impacts 14-2 and 14-7 of the Draft EIR. The Draft EIR concluded that impacts to the intersection under Cumulative Plus Project conditions would be significant and unavoidable, as the required improvement (installation of a two-lane roundabout) is not included in the County's CIP for the DCWPCP area and would not be consistent with the DCWPCP.¹¹ As noted in Figure 14-6a of Chapter 3, Revisions to the Draft EIR Text, of this Final EIR, the proposed project would generate a total of nine vehicle trips at the Vineyard Road/Cook Riolo Road intersection during the AM peak hour, after taking into account the attendance changes to the DCJESD discussed under Response to Comment 16-5 above. Without the

¹¹ As discussed in Chapter 1, and elsewhere in this Final EIR, this significant and unavoidable impact is related to the level of service metric for assessing a project's traffic impacts, which the courts have recently rendered inapplicable for determining impact significance under CEQA. As a result of recent case law, discussed in Section 1.6 of the Introduction Chapter, the significance conclusions of the Draft EIR's level of service analysis have been removed, and the project's traffic impacts under CEQA are now being assessed using the vehicle miles travelled metric. See Chapter 3 of this Final EIR, Impact 14-9, for the vehicle miles traveled analysis.



attendance changes, the proposed project would generate approximately 83 vehicle trips at the intersection during the AM peak hour.

Response to Comment 16-18

Cook Riolo Road between Baseline Road and Vineyard Road is evaluated as study roadway segment #3 in the Transportation and Circulation chapter of the Draft EIR, as well as in the Traffic Impact Analysis prepared for the proposed project by KD Anderson & Associates, Inc., which is included as Appendix K to the Draft EIR. As discussed in Impacts 14-3 and 14-8 of the Draft EIR, the study roadway segments would operate within County LOS standards after accounting for the addition of project traffic.

Response to Comment 16-19

A Buildout Pursuant to Existing Zoning Alternative was analyzed in detail in the Alternatives Analysis chapter of the Draft EIR. As described on page 18-23 of the Draft EIR:

As discussed throughout this chapter and shown in Table 18-7, both the Buildout Pursuant to Existing Zoning Alternative and the Reduced Density Alternative would result in fewer impacts than the proposed project related to seven of the eight issue areas for which project impacts were identified. However, the Buildout Pursuant to Existing Zoning Alternative would result in substantially fewer vehicle trips during operations. In addition, as shown in Table 18-1, operational ROG emissions would be substantially reduced.

Thus, impacts related to Air Quality and Greenhouse Gas Emissions and Transportation and Circulation would be fewer under the Buildout Pursuant to Existing Zoning Alternative compared to the Reduced Density Alternative. It should be noted that despite the above, the Reduced Density Alternative would include a smaller overall disturbance area and a greater number of residential units; thus, the Reduced Density Alternative would be more economically feasible than the Buildout Pursuant to Existing Zoning Alternative.

The development of the Buildout Pursuant to Existing Zoning Alternative would partially satisfy the project objectives and would result in similar or reduced impacts compared to the proposed project in eight resource areas. Because fewer vehicle trips would be generated by the Buildout Pursuant to Existing Zoning Alternative, the intensity of traffic-related impacts, including impacts to study intersections, would be reduced compared to the proposed project. However, the Alternative would add traffic to study intersections for which improvements have not been identified in the County's Capital Improvement Program (CIP), or which are located outside of the County's jurisdiction.

It should also be noted that when the term "fewer" is used in the Alternatives Analysis, the reader should not necessarily equate this to elimination of significant impacts identified for the proposed projects. For example, in many cases, an alternative would reduce the relative intensity of a significant impact identified for the proposed project, but the impact would still be expected to remain significant under the alternative, thereby requiring mitigation. In other cases, the use of the term "fewer" may mean the actual elimination of an impact identified for the proposed project altogether. As discussed in the Alternatives Analysis chapter, many of the mitigation measures required for the proposed project would continue to be required for the Buildout Pursuant to Existing Zoning Alternative. Furthermore, as stated on page 18-13 of the Draft EIR, because average lot sizes would be substantially increased relative to the proposed project, the Buildout Pursuant to Existing Zoning Alternative would result in a less efficient use of land and would require a greater amount of energy and water resources per capita.



Response to Comment 16-20

The referenced trips would have been captured in the traffic counts conducted as part of the project-specific traffic study and, thus, have been accounted for in the analysis presented within the Draft EIR.

Response to Comment 16-21

The comment does not address the adequacy of the Draft EIR. See Response to Comment #45 under Letter 3 above.

Response to Comment 16-22

The comment does not specifically address the adequacy of the Draft EIR. See Responses to Comments 4-3 and 8-2 above.



3. Revisions to the Draft EIR Text

3. REVISIONS TO THE DRAFT EIR TEXT

3.1 INTRODUCTION

The Revisions to the Draft EIR Text chapter presents minor corrections, additions, and revisions made to the Draft EIR initiated by the Lead Agency (Placer County) based on comments received during the public review period by reviewing agencies and/or the public, as well as recently published court case law.

The changes represent minor clarifications/amplifications of the analysis contained in the Draft EIR and do not constitute significant new information that, in accordance with CEQA Guidelines, Section 15088.5, would trigger the need to recirculate portions or all of the Draft EIR.

3.2 DESCRIPTION OF CHANGES

New text is double underlined and deleted text is ~~struck through~~. Text changes are presented in the page order in which they appear in the Draft EIR.

2 Executive Summary

For clarification purposes, Table 2-1 in Chapter 2, Executive Summary, of the Draft EIR is hereby revised to reflect minor revisions made to Mitigation Measure 6-7 as part of this Final EIR, as presented throughout this chapter. Rather than include the entirety of Table 2-1 with revisions shown where appropriate, only the impact for which mitigation has been revised is presented in this chapter. The revisions to Table 2-1 are for clarification purposes only and do not change the conclusions of the Draft EIR. Please refer to the end of this chapter for Table 2-1.

In addition, Section 2.4, Summary of Project Alternatives, is hereby revised due to recent court case law rendering inapplicable the level of service metric from determining traffic impact significance under CEQA. Please refer to Section 14, Transportation and Circulation, of this chapter for more information.

Environmentally Superior Alternative

[...]

As discussed throughout the Alternatives Analysis chapter, both the Buildout Pursuant to Existing Zoning Alternative and the Reduced Density Alternative would result in fewer impacts than the proposed project related to seven of the eight issue areas for which project impacts were identified. However, the Buildout Pursuant to Existing Zoning Alternative would result in substantially fewer vehicle trips during operations. In addition, operational ROG emissions would be substantially reduced. Thus, impacts related to Air Quality and Greenhouse Gas Emissions and Transportation and Circulation would be fewer under the Buildout Pursuant to Existing Zoning Alternative compared to the Reduced Density Alternative. It should be noted that despite the above, the Reduced Density Alternative would include a



smaller overall disturbance area and a greater number of residential units; thus, the Reduced Density Alternative would be more economically feasible than the Buildout Pursuant to Existing Zoning Alternative.

The development of the Buildout Pursuant to Existing Zoning Alternative would partially satisfy the project objectives and would result in similar or reduced impacts compared to the proposed project in eight resource areas. Because fewer vehicle trips would be generated by the Buildout Pursuant to Existing Zoning Alternative, the intensity of traffic-related ~~impacts~~effects, including ~~impacts~~effects to study intersections, would be reduced compared to the proposed project. However, the Alternative would add traffic to study intersections for which improvements have not been identified in the County's Capital Improvement Program (CIP), or which are located outside of the County's jurisdiction. In order to determine whether the additional traffic occurring as a result of the Alternative would exceed the applicable ~~significance~~ thresholds for ~~impacted~~ intersections, a detailed traffic impact study would be required. While a conclusive determination cannot be reached without a quantitative analysis, the ~~impacts to~~ conflicts with applicable LOS standards identified in this EIR for certain study intersections under Existing Plus Project and Cumulative Plus Project conditions would be anticipated to remain ~~significant and unavoidable~~.

While the Buildout Pursuant to Existing Zoning Alternative would result in fewer impacts than the Reduced Density Alternative, the Buildout Pursuant to Existing Zoning Alternative technically qualifies as a 'no project' alternative and cannot be considered the environmentally superior alternative. Therefore, the Reduced Density Alternative would be considered the environmentally superior alternative to the proposed project.

The foregoing revisions are made for amplification purposes in response to recent court case law, and are not considered significant new information pursuant to CEQA Guidelines Section 15088.5(a).

3 Project Description

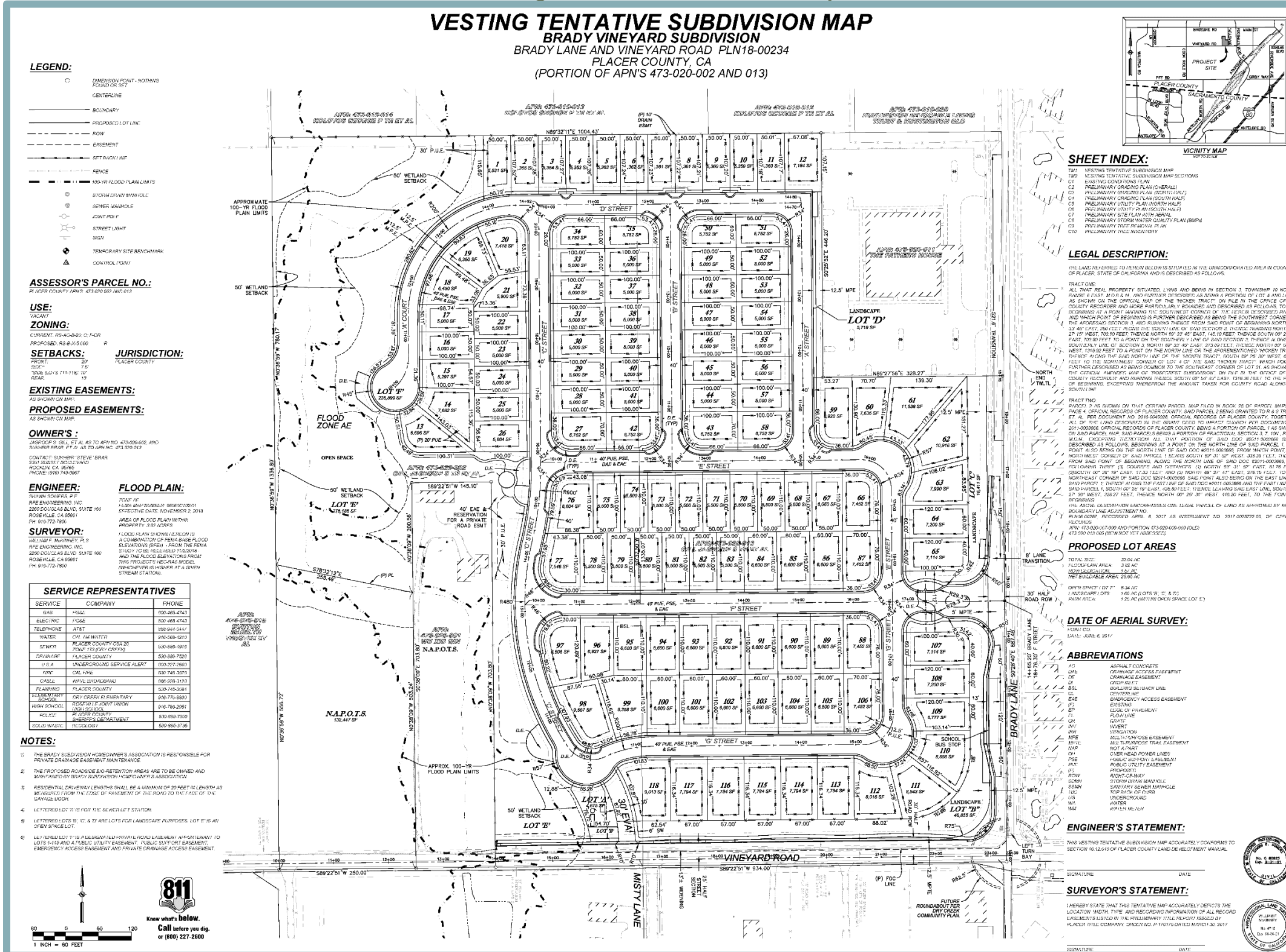
In response to a staff-initiated change, Figure 3-3 on page 3-7 of the Draft EIR is hereby replaced with a revised Vesting Tentative Map figure, included on the following page. The revised Vesting Tentative Map includes the following changes relative to the version previously included in the Draft EIR.

- The bulb at the west end of 'F' Street has been removed to provide additional landscaping.
- One residential lot on the south end of the proposed subdivision, adjacent to Vineyard Road, has been removed, and the remaining lots in that row have been enlarged, as have the associated side setbacks. These eight lots would also be restricted to single-story plans.
- The landscape buffer on Vineyard Road has been increased by 10 feet, except for in front of the proposed lift station on Lot 'A'.
- A planned bus turn-out along Brady Lane has been eliminated.

The foregoing revisions do not affect the adequacy of the Draft EIR.



Figure 3-3
Vesting Tentative Subdivision Map



Based on the changes to the Vesting Tentative Map, as described and shown above, the number of single-family lots is hereby revised from 119 to 118. Accordingly, the paragraph under Section 3.5, Project Components, on page 3-5 of the Project Description chapter of the Draft EIR is hereby revised as follows:

The proposed project would include subdivision of the project site to develop a total of ~~449~~ 118 single-family lots, up to 12 Accessory Dwelling Units (ADUs), and various associated improvements (see Figure 3-3), including, but not limited to, parks, trails, landscaping, circulation improvements, and utility installation. The project would require County approval of the following: General Plan/Community Plan Amendment; Rezone; Vesting Tentative Subdivision Map; Conditional Use Permit (CUP); Variance; Minor Boundary Line Adjustment; Design Exception Request; Annexation into the Dry Creek Fire Zone of Benefit and the parks/trail Zone of Benefit; and Annexation into Placer County Service Area 28, Zone 173 for sewer. The details of the proposed project, including required approvals, are described in further detail below.

In addition, the first paragraph on page 3-6 of the Draft EIR is hereby revised as follows:

The proposed project would include a Vesting Tentative Subdivision Map (see Figure 3-3) to subdivide the project site into ~~449~~ 118 single-family residential lots. The project has been designed in two residential villages (Northwest and Southeast); the Northwest Village would include a total of 80 lots and the Southeast Village would include ~~3938~~ lots (see Figure 3-4).

Item 'C' under the Affordable Housing section presented on page 3-6 of the Draft EIR is hereby revised as follows:

- C. Along with Option B, providing buyers of up to six additional lots the option to construct a primary dwelling and an Accessory Dwelling Unit (Increase the number of proposed dwelling units by 12, for a total of ~~434~~ 130). The additional six units would not be required to be deed restricted as affordable.

Similarly, the last paragraph on page 3-6 of the Draft EIR is hereby revised as follows:

Based on the above, the number of single-family residential units included in the proposed project could range from a minimum of ~~449~~ 118 units up to a maximum of ~~434~~ 130 units (~~449~~ 118 primary units, six deed-restricted Accessory Dwelling units, and six non-deed-restricted Accessory Dwelling Units).

Furthermore, the third bullet in the list of project approvals presented on page 3-21 of the Draft EIR is hereby revised as follows:

- Vesting Tentative Subdivision Map for the subdivision of a 35-acre site into a ~~449~~ 118-lot residential single-family subdivision;

The foregoing revisions do not affect the adequacy of the Draft EIR, as the elimination of one single-family lot does not affect the environmental analysis contained in the EIR. Please note that rather than including each instance of similar revisions throughout the remainder of the Draft EIR, the revisions shown above regarding the number of units are hereby applied throughout the remainder of the Draft EIR, as appropriate.



For clarification purposes, page 3-11 is hereby revised to note that a deed restriction will not be recorded for the open space lot, but rather it will be protected by the proposed rezoning to open space and the posting of signage regarding its restricted status, as well as installation of protective fencing.

Parks, Open Space, Trails, and Landscaping

As part of the proposed project, a total of 6.34 acres of the site would be retained, ~~and protected with a deed restriction, and zoned~~ as open space (Lot E), including the unnamed tributary and areas planned for on-site trails. Within Lot E, a total of 1.25 acres are planned for three “linear” parks (see Figure 3-7). In addition, 1.44 acres within the site would consist of landscape lots (Lots B, C, and D). The proposed trails would consist of a decomposed granite trail/sidewalk system that would extend from the northern property boundary and connect to the three separate linear park areas located along the riparian corridor. Small turf areas and benches would be provided within the open space areas. The trail would provide for access to Vineyard Road, with a connection looping eastward back to the main entry road.

The foregoing revisions are for clarification purposes and do not affect the adequacy of the Draft EIR, as the on-site open space area will still be sufficiently protected.

In addition, Figure 3-9 is hereby revised to make it clearer in the sewer call-outs on the utility plan exhibit that the project would include installation of two proposed sewer force mains within Vineyard Road.

In addition, for clarification purposes, the following revisions are hereby made to the description of project-related improvements to Brady Lane on page 3-15, and Figure 3-11 on page 3-17:

The proposed project would continue widening of Brady Lane along the project frontage and would provide for curb, gutter, and sidewalk improvements southward to the Brady Lane/Vineyard Road intersection, ~~as generally shown under the “Interim” to its ultimate condition per the City of Roseville Standard Detail ST-7, as shown~~ in Figure 3-11. As shown in Figure 3-11, the ~~ultimate cross-section of the roadway, as per City of Roseville standards,~~ Brady Lane would include a 10-foot northbound travel lane, a 4412-foot center turn lane, a 10-foot southbound travel lane, with both sides of the roadway containing a five-foot bike lane, curb and gutter, and a five-foot attached sidewalk. In addition, the project includes a school bus turnout along the west side of Brady Lane, south of the project site access. The project would restripe Brady Lane to the north of the project to transition the proposed widening back to existing conditions with a 520-foot transition starting along the northern portion of the project’s frontage.

The foregoing revisions are for clarification purposes and do not affect the adequacy of the Draft EIR.



Figure 3-9
Preliminary Utility Plan (South)

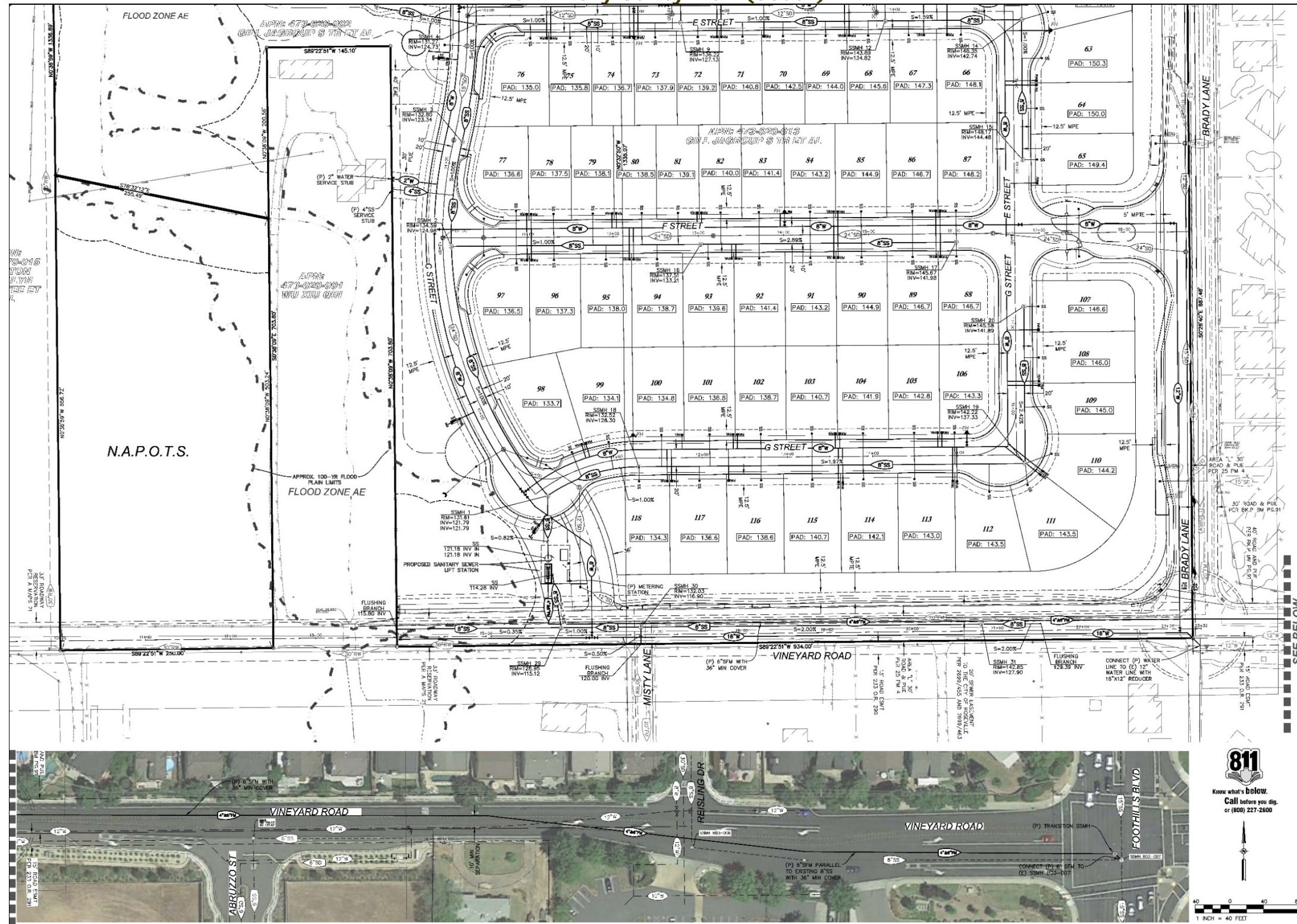
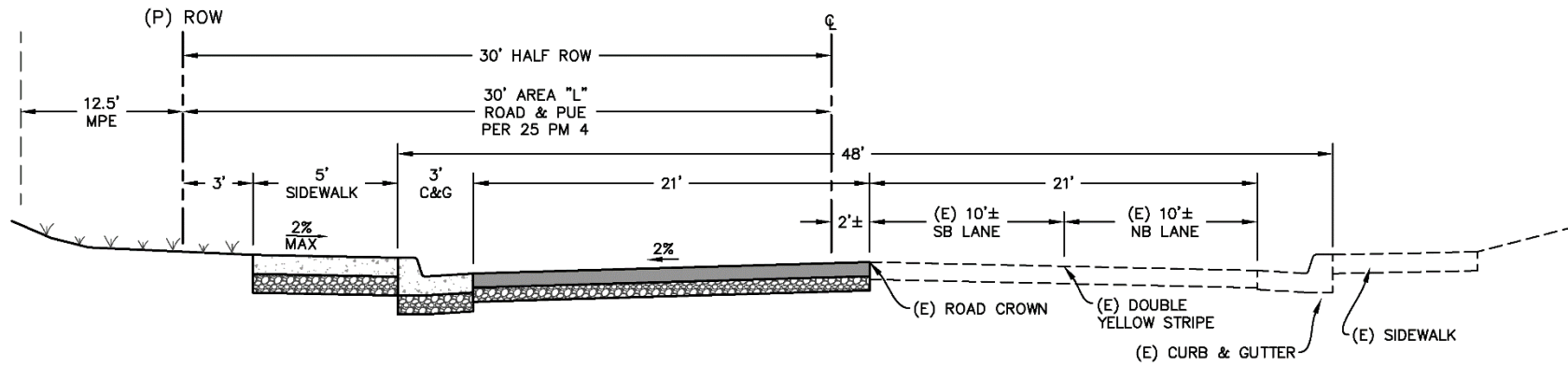


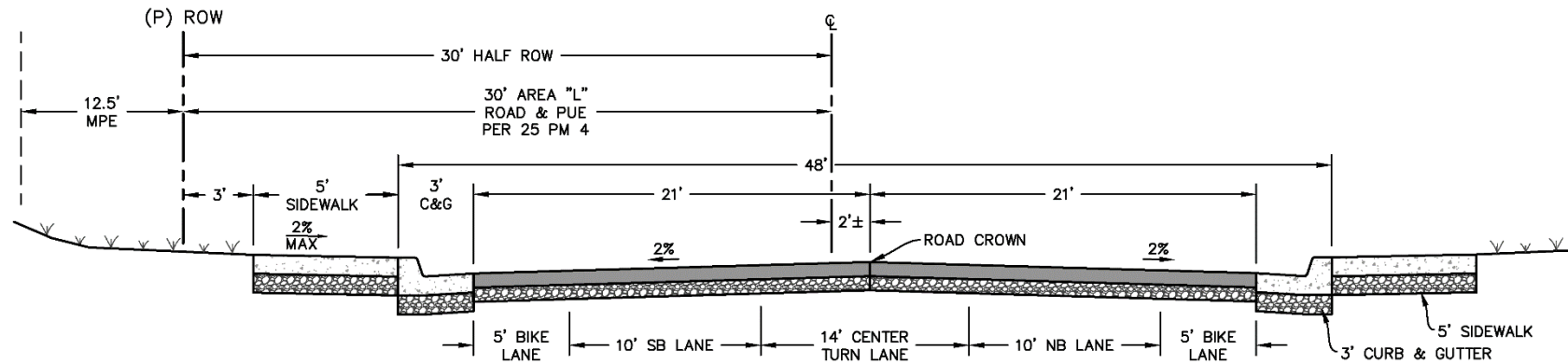
Figure 3-1
Proposed Brady Lane Interim and Ultimate Sections



INTERIM BRADY LANE SECTION

STA: 10+71.82 - 13+88.20, 15+42.20 - 16+55.64

NOT TO SCALE

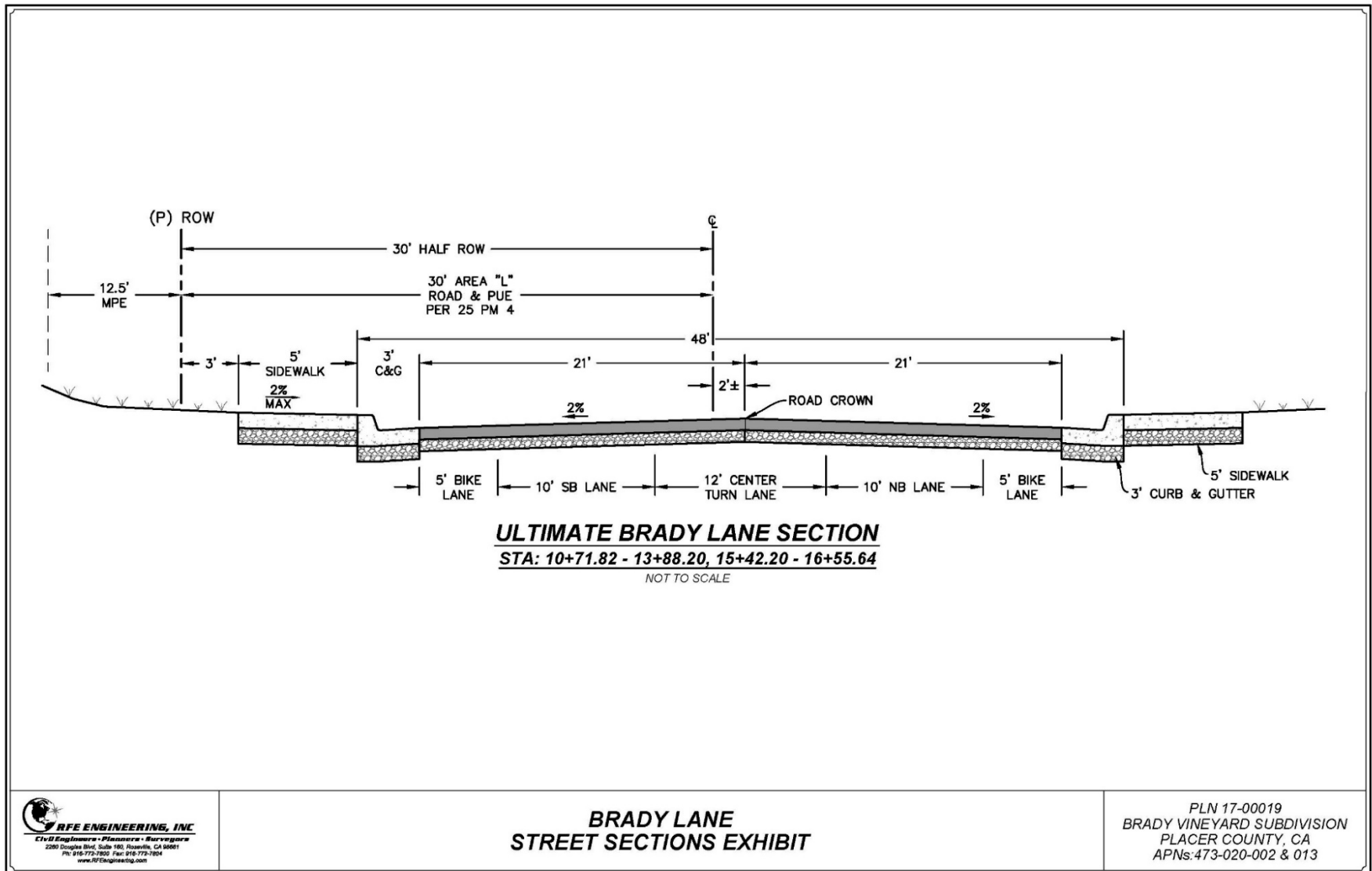


ULTIMATE BRADY LANE SECTION

STA: 10+71.82 - 13+88.20, 15+42.20 - 16+55.64

NOT TO SCALE





Page 3-18 is hereby revised to clarify the sewer manhole with which the above-noted dual sewer force mains would connect.

Sewer System Improvements

As noted previously, the on-site sanitary sewer system would flow to a new lift station to be located on Lot A, on the north side of Vineyard Road, east of the on-site tributary and opposite Misty Lane. As part of the proposed project, a new eight-inch gravity sewer line would be constructed off-site within Vineyard Road, connecting to the new lift station. The eight-inch sewer line would allow for future planned development in the project sewer shed to route wastewater to the lift station. New dual ~~six-inch~~ sewer force mains would be constructed off-site within Vineyard Road, between the lift station and the existing manhole (SMH B03-006~~7~~) located within Foothills Boulevard as shown in Figure 3-9. From there, sewage would gravity flow south and then west to the regional Dry Creek Wastewater Treatment Plant (DCWWTP).

These revisions are for clarification purposes and do not affect the adequacy of the Draft EIR.

6 Biological Resources

In response to a staff-initiated change, Mitigation Measure 6-7 on pages 6-50 through 6-51 of the Draft EIR is hereby revised as follows in order to reflect the fact that special-status bats are not covered by the draft Placer County Conservation Program:

6-7 *Pre-construction roosting bat surveys shall be conducted by a qualified biologist within 14 days prior to any tree removal occurring during the bat breeding season (April through October) and/or on days with temperatures in excess of 50 degrees Fahrenheit from January through March. Methods may include evening emergence surveys, acoustic surveys, inspecting potential roosting habitat with a fiberoptic camera, or a combination thereof. If pre-construction surveys indicate that roosts of special-status bats are not present, or that roosts are inactive or potential habitat is unoccupied, further mitigation is not required. The results of the bat surveys shall be submitted to the Placer County Community Development Resource Agency and CDFW.*

If roosting bats are found, exclusion shall be conducted as recommended by the qualified biologist in coordination with CDFW. If cavity roosting bats are found within any of the trees planned for removal, or if presence is assumed, trees should be removed outside of pup season only on days with temperatures in excess of 50 degrees Fahrenheit. Pup season is generally during the months of May through August. Two-step tree removal shall be utilized under the supervision of the qualified biologist. Two-step tree removal involves removal of all branches of the tree that do not provide roosting habitat on the first day, and then the next day cutting down the remaining portion of the tree. A letter report summarizing the survey results should be submitted to the Placer County Community Development Resource Agency within 30 days following the final monitoring event.

~~*In the event the Placer County Conservation Program is adopted prior to submittal of improvement plans for this project or prior to the project's own*~~



~~State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S.; then Mitigation Measure 6-7 may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP mitigation shall apply only to those species and waters that are covered by the PCCP.~~

The foregoing revision is for clarification purposes and does not affect the adequacy of the Draft EIR, given that the first two paragraphs of Mitigation Measure 6-7 contain sufficient language to protect special-status roosting bats, should special-status bats be found on-site.

The discussion on pages 6-59 and 6-60 of the Draft EIR is hereby revised as follows:

This chapter provides a wide range of mitigation to minimize potential adverse effects to habitat for special-status species. For instance, Mitigation Measure 6-8(b) would require that the proposed project conform with the USACE's "no-net-loss" policy for wetland mitigation. Thus, any wetlands lost within the Project Area must be compensated through the protection of existing wetlands, avoidance of wetland impacts, or creation of new wetland habitat elsewhere. Similar compensatory mitigation is included for Swainson's hawk should they be actively nesting within 10 miles of the project site prior to commencement of construction.

It should be noted that while the project would involve loss of some existing on-site habitat, the western portion of the project site, containing the majority of the existing Valley oak riparian woodlands and intermittent stream, remain undeveloped and would be rezoned to Open Space. Such a change in zoning represents a form of dedication that would ensure that portions of the existing habitat within the project site remain undisturbed, following implementation of the proposed project.

In addition to mitigation measures requiring ~~the compensation of~~ for potentially lost habitat, this EIR contains mitigation measures requiring that pre-construction surveys be conducted to reduce the potential for implementation of the proposed project to result in loss of individual special-status species. Such mitigation measures require that should pre-construction surveys identify special-status species within areas to be impacted by the proposed project, avoidance measures must be implemented to prevent the loss of identified special-status species.

It should be noted that the draft PCCP, as currently proposed, is designed to ensure that lands within western Placer County would be managed to continue to support the survival and well-being of the species covered by the PCCP, as well as the survival of hundreds of other species that are dependent on the same habitat. The project site has been designated in both the PCCP and the DCWPCP as an area anticipated for future urban development. The proposed project would not include the conversion of any lands not previously identified for development and would include protection of those portions of the project site within designated open space, as discussed above.

As further discussed in Chapter 17 of this EIR, CEQA Guidelines, Section 15064, Subdivision (h)(5) states, "[...]the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable." Therefore, even where cumulative



impacts are significant, any level of incremental contribution is not necessarily deemed cumulatively considerable.

In addition, the courts have explicitly rejected the notion that a finding of significance is required simply because a proposed project would result in a net loss of habitat. “[M]itigation need not account for every square foot of impacted habitat to be adequate. What matters is that the unmitigated impact is no longer significant.” (*Save Panoche Valley v. San Benito County* (2013) 217 Cal.App.4th 503, 528, quoting *Banning Ranch Conservancy v. City of Newport Beach* (2012) 211 Cal.App.4th 1209, 1233.)

The above discussion provides substantial evidence that, while the combined effects on biological resources resulting from approved/planned development throughout the DCWPCP would be considered significant, the proposed project’s incremental contribution to the significant cumulative effect could be reduced with implementation of the mitigation measures required in this EIR. [...]

The foregoing revisions are for clarification purposes and do not affect the adequacy of the Draft EIR.

13 Public Services and Recreation

The following paragraph on page 13-16 of the Draft EIR is hereby revised as follows:

As previously mentioned, CAL FIRE is responsible to provide emergency services in Placer County and has stated their ability to serve not only the proposed project, but future planned growth in the Dry Creek area, and still maintain compliance with established safety response times. As is currently the case, incidents will occur where the City of Roseville (Roseville) Fire Department is called upon to provide mutual aid at or near the project area to send the closest available unit to an emergency incident, regardless of jurisdictional boundaries. In that spirit of cooperation to provide the fastest and highest level of service to the surrounding area, Roseville Fire Department has signed onto a Closest Resource Agreement (CRA) with Placer County Fire and other surrounding fire departments to provide mutual aid between all participating fire departments. As outlined in the CRA, Roseville, can adjust the amount of reciprocal coverage by setting draw-down levels, or withdraw from the CRA entirely. Timing and triggers for public service improvements occur when impacts associated with additional development exceeds established safety standards, which is not the case for the proposed project. As residential units are constructed and fire impact fees and assessments are collected, projects are required to pay their fair share towards existing and planned fire protection improvements, which will mitigate the project’s impacts to fire services ~~for all safety providers~~ and increase the County’s ability to serve unincorporated areas, in addition to continuing to provide reciprocal aid to the City of Roseville and surrounding local governments.

The foregoing revisions are for clarification purposes and do not affect the adequacy of the Draft EIR.

14 Transportation and Circulation

Since release of the Draft EIR for public review, certain changes to the Draft EIR text have been identified as appropriate based upon changes in school attendance boundaries, as well as a published court case. These clarifying changes will be made to the Methods of Analysis section and the Project-Specific and Cumulative Impacts and Mitigation Measures sections of Chapter 14, as presented below.



Methods of Analysis

As mentioned in Chapter 1, Introduction and List of Commenters, since the release of the Draft EIR, the school attendance boundaries have been changed by the School District to address existing and foreseeable future overcrowding. The project site is now located within the area served by Heritage Oaks Elementary School and Silverado Middle School, both of which are located to the north of the site. In addition, bussing would no longer be available for future kindergarten through eighth grade students at the proposed project. In response to the attendance boundary change, KD Anderson & Associates, Inc., has provided a memorandum for the proposed project to evaluate associated changes to vehicle trip distribution, included as Appendix A to this Final EIR. As noted in the technical memorandum, the attendance boundary changes implemented by the School District would substantially reduce the number of project-generated trips on Vineyard Road, west of the project site, during the AM peak hour. Such trips would instead be from Brady Lane, either north to Baseline Road or south to Vineyard Road, towards Heritage Oak Elementary School and Silverado Middle School.

In response to the attendance boundary change, page 14-27 of the Draft EIR is hereby revised as follows:

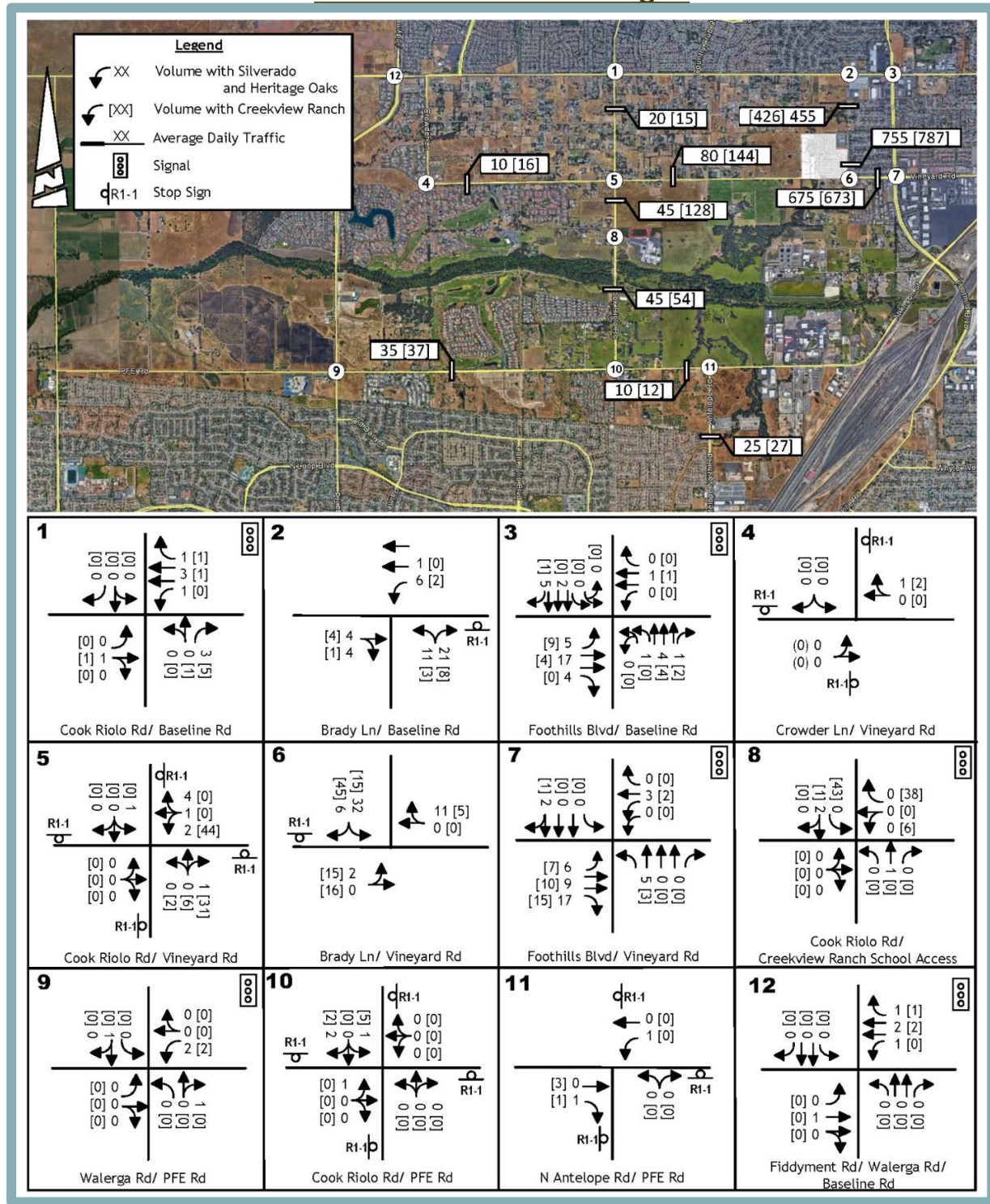
In the event that the proposed project includes the construction of ADUs, in addition to the ~~449-118~~ proposed single-family units, the distribution of trips to and from the ADUs would be similar to the assumptions discussed above, including the share of project trips that may first visit Creekview Ranch School. Resulting trips from the ADUs, including trips continuing from Creekside Ranch School, are illustrated in Figure 14-6.

It should be noted that the DCJESD has recently adopted a Facilities Master Plan that modified the DCJESD's attendance boundaries. The project site is now located within the area served by Heritage Oak Elementary School and Silverado Middle School, both of which are located to the north of the site. The attendance boundary changes would substantially reduce the number of project-generated trips on Vineyard Road west of the project site. Such trips would instead be routed through Brady Lane towards Heritage Oak Elementary School and Silverado Middle School. Specifically, using the typical automobile occupancy rate for school traffic used for the Creekview Ranch School assumptions (i.e., 1.5 students per vehicle), 62 vehicles would be destined for Heritage Oak Elementary School and Silverado Middle School in the morning. It is important to note, however, that peak hour school traffic is affected by school bell schedules. In this case, Silverado Middle School start time of 7:55 AM falls within the AM peak hour but Heritage Oak Elementary School begins later (8:45 AM); thus, only approximately one-third of the K-8 traffic would occur during the peak hour. The project-only changes to vehicle volumes and distribution as a result of the attendance boundary changes are presented in Figure 14-6A.

Additional changes to the LOS analysis are made to Chapter 14, as necessary, and are presented in the following section. As shown in the tables (14-11A and 14-13A) and explained in the updated technical memorandum prepared by KD Anderson & Associates, Inc. (see Appendix A to this Final EIR), under Existing Plus Project conditions, the changes to trip distribution occurring as a result of the attendance boundary change would not significantly alter the calculated LOS at any of the study intersections or roadway segments relative to what was presented in the Draft EIR. Thus, the analysis and conclusions presented in Chapter 14 of the Draft EIR remain valid.



Figure 14-6A
Project Only AM Peak Hour Traffic Volumes and Lane Configurations:
With Attendance Changes



Source: KD Anderson & Associates, Inc.



Project-Specific Impacts and Mitigation Measures

In 2018, the Secretary of the Natural Resources Agency promulgated and certified CEQA Guidelines Section 15064.3 to implement Public Resources Code Section 21099(b)(2). Public Resources Code Section 21099(b)(2) states that, “upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any.”

In response to PRC 21099(b)(2), CEQA Guidelines Section 15064.3 notes that “Generally, vehicle miles traveled is the most appropriate measure of transportation impacts.” The Guidelines section further states that although a lead agency may elect to be governed by this section immediately, lead agencies are not required to utilize VMT as the metric to determine transportation impact until July 1, 2020. The inconsistency between the implementation date of July 1, 2020 allowed by the Guidelines and the requirement of PRC 21099(b)(2) to no longer use congestion metrics creates a gap or “interim” period when use of traffic congestion metrics is no longer allowable; however, the lead agency may not yet have an established VMT threshold(s), as is currently the case for Placer County.

A recent court case (*Citizens for Positive Growth & Preservation v. City of Sacramento* (2019) 2019 WL 6888482) attempted to add clarity to the timing issue surrounding the transition between transportation impact metrics. The court ruled that although CEQA Guidelines section 15064.3, requiring use of VMT as the transportation impact metric, does not apply until July 1, 2020, Public Resources Code Section 21099(b)(2) is already in effect. As a result of the ruling, although lead agencies are not yet required to analyze transportation impacts under the VMT metric, they can no longer draw a transportation impact significance conclusion using a metric that measures traffic congestion (e.g., level of service (LOS).)

Accordingly, Chapter 14, Transportation and Circulation, of the Brady Vineyard EIR has been revised in the following section to remove the impact significance determinations from the LOS analysis, while at the same time retaining the content of the LOS analysis, in recognition of the fact that both Placer County and the City of Roseville have adopted planning documents containing LOS standards. The LOS analysis in the Brady Vineyard EIR retains informational value as it discloses existing LOS at study facilities and how the project affects the ability of Placer County and Roseville to meet their adopted LOS standards.

With the shift in transportation analysis clearly moving towards VMT, with a statewide requirement to do so by July 1, 2020, the impact significance determination will now be based upon vehicle miles traveled (VMT). As a result, Chapter 14 is further revised in the following section to include analysis of VMT in new Impact 14-9.

Impact 14-2, on pages 14-33 through 14-37, of the Draft EIR, is hereby revised as follows:

14-2 Conflict with a program, plan, ordinance or policy addressing study intersections, substantially increase traffic in relation to the existing traffic load and capacity of the study intersections, or exceed an established LOS



standard under Existing Plus Project conditions. Based on the analysis below, ~~impacts to all~~ no conflicts with applicable LOS standards would occur at study intersections under Existing Plus Project Conditions would be less than significant, with the exception of the Baseline Road/Brady Lane intersection. ~~Given the lack of feasible mitigation, the impact is significant and unavoidable.~~

As noted previously, development of the proposed project would result in an increase of approximately 1,123 ADT on local roadways. Figure 14-7 displays the Existing Plus Project conditions traffic volumes at each study intersection for both AM and PM peak hours. Table 14-10 below summarizes operations at each of the study intersections with the originally proposed 119 single-family units.

Table 14-11 below summarizes operations at each of the study intersections with the originally proposed 119 single-family units plus 12 additional ADUs. Table 14-11A below summarizes operations at each of the study intersections with the originally proposed 119 single-family units plus 12 additional ADUs, accounting for redistribution of project trips to Heritage Oak Elementary School and Silverado Middle School due to the recently revised DCJESD attendance boundary. As shown in the tables, all study intersections operate acceptably under Existing conditions without the addition of project traffic, with the exception of the following three intersections:

3. Baseline Road/Foothills Boulevard (City of Roseville);
9. PFE Road/Walerga Road; and
12. Baseline Road/Walerga Road/Fiddymont Road (City of Roseville).

The proposed project would not result in degradation of any of the above intersections from an acceptable LOS to an unacceptable LOS under Existing Plus Project conditions. ~~Because the intersections listed above are already deficient under Existing conditions, the project's impact is determined based on the incremental change in overall delay and the satisfaction of traffic signal warrants. However, at the Baseline Road/Brady Lane intersection, the operations would degrade from an acceptable LOS under Existing conditions to an unacceptable LOS D under Existing Plus Project conditions.~~ The following sections provide an analysis of potential ~~impacts~~ project effects related to operations at the listed intersections.

Baseline Road/Brady Lane

In the City of Roseville, the side street delay at the Baseline Road/Brady Lane intersection would deteriorate from LOS C to LOS D in the AM peak hour, and peak hour traffic signal warrant would be satisfied at that time. Therefore, a ~~significant impact~~ conflict with the City LOS standards used in this analysis would occur.¹

¹ As discussed in the Final EIR, this traffic impact is related to the level of service (LOS) metric for assessing a project's traffic impacts, which the courts have recently rendered inapplicable for determining impact significance under CEQA. As a result, the significance conclusions of the LOS analysis have been removed, and the project's traffic impacts under CEQA are now being assessed using the vehicle miles travelled (VMT) metric.



Table 14-11A
Intersection LOS – Existing Plus Project Conditions: With 12 ADUs and Attendance Changes

Location	Control	AM Peak Hour				PM Peak Hour		Traffic Signal Warrant Met?
		Creekview Ranch Middle School		Heritage Oak Middle School and Silverado Middle School		Either Attendance Area		
		LOS	Average Delay (veh/sec)	LOS	Average Delay (veh/sec)	LOS	Average Delay (veh/sec)	
1. Baseline Rd/Cook Riolo Rd/Woodcreek Oaks Blvd (R)	Signal	C	32.0	C	32.0	C	30.5	N/A
2. Baseline Rd/Brady Ln (R) Northbound approach Westbound left turn	NB Stop	D B	26.0 10.5	D B	26.0 10.5	C A	23.0 10.0	Yes
3. Baseline Rd/Foothills Blvd (R)	Signal	C	32.0	C	33.0	D	41.0	N/A
4. Vineyard Rd/Crowder Ln (overall) Southbound approach Eastbound left turn	SB Stop	(A) A A	(9.0) 9.0 7.5	(A) A A	(9.0) 9.0 7.5	(A) A A	(9.0) 9.0 0.0	No
5. Cook Riolo Rd/Vineyard Rd	AWS	C	16.5	C	13.5	B	11.0	No
6. Vineyard Rd/Brady Ln	AWS	A	10.0	A	9.5	A	9.5	No
7. Vineyard Rd/Foothills Blvd (R)	Signal	C	25.5	C	25.5	C	28.0	N/A
8. Cook Riolo Rd/Creekview Ranch School	Signal	B	13.5	B	12.0	A	6.0	N/A
9. PFE Rd/Walerga Rd	Signal	D	36.0	D	36.5	E	71.0	N/A
10. PFE Rd/Cook Riolo Rd	AWS	D	28.5	D	28.5	B	14.0	Yes
11. PFE Rd/Antelope Rd	AWS	C	17.5	C	17.5	C	15.5	Yes
12. Baseline Rd/Walerga Rd/Fiddymont Rd (R)	Signal	D	40.5	D	40.5	F	81.0	N/A
13. Brady Lane / Project Access (overall) Eastbound approach Northbound left turn	EB Stop	(A) A A	(8.5) 9.0 7.5	(A) A A	(9.0) 9.0 7.5	(A) A A	(8.5) 7.5 9.5	No

Notes:

- (R) indicates City of Roseville jurisdiction. Minimum LOS C standard applies.
- **Bold** indicates minimum LOS threshold exceeded; **Highlighted** values indicate a significant impact conflict with applicable LOS standard.
- Overall Average Delay = $\Sigma (\text{Delay} \times \text{Volume of each delayed movement}) / \Sigma \text{Volume of each delayed movement}$.

Source: KD Anderson & Associates, Inc.



PFE Road/Walerga Road

In Placer County, the PFE Road/Walerga Road intersection would continue to operate at LOS E conditions in the PM peak hour with the addition of project traffic. However, the incremental change in average delay resulting from the project falls below the County's 5.04.0-second increase threshold. Thus, ~~a less-than-significant impact would occur with the addition of project traffic, this intersection would operate consistent with the County's LOS standards.~~

Baseline Road/Walerga Road/Fiddymment Road

The City of Roseville's Baseline Road/Walerga Road/Fiddymment Road intersection would continue to operate at LOS D in the AM peak hour and LOS F in the PM peak hour with the addition of project traffic. Project traffic would not cause the intersection LOS to further deteriorate, and vehicle delay during the PM peak hour would not increase relative to Existing conditions. Thus, ~~a conflict with per City of Roseville LOS policy, a less-than-significant impact would not occur.~~

Conclusion

Based on the above, the proposed project would ~~have a less-than-significant impact to not conflict with applicable LOS standards for the Baseline Road/Foothills Boulevard, PFE Road/Walerga Road, and Baseline Road/Walerga Road/Fiddymment Road intersections. However, the addition of project traffic to the Baseline Road/Brady Lane intersection would deteriorate the intersection operations from LOS C to LOS D in the AM peak hour, and peak hour traffic signal warrants would be satisfied. Thus, a significant impact to conflict with the City LOS standard used in this analysis for the Baseline Road/Brady Lane intersection would occur under the Existing Plus Project Condition. The conclusion is the same for the potential inclusion of 12 additional on-site ADUs would not result in any additional significant impacts.~~

Mitigation/Improvement Measure(s)

Installation of a traffic signal at the Baseline Road/Brady Lane intersection or restricting left-turn movements on the northbound approach would improve operations at the intersection to acceptable (i.e., LOS C) levels. However, given that the intersection is located within the City of Roseville, outside of the County's jurisdiction, completion of the required improvements cannot be guaranteed. Furthermore, the City Engineer has indicated that the City of Roseville would not require a signal as a result of the proposed project, and restricting left turns at the intersection is not currently recommended by the City.¹ Thus, ~~feasible mitigation operational enhancements to reduce the above impact to a less-than-significant level does not exist and the impact would remain significant and unavoidable to eliminate this conflict with the City LOS standard used in this analysis for unsignalized intersections.~~

Impact 14-3, on page 14-38 of the Draft EIR is hereby revised as follows:



14-3 Conflict with a program, plan, ordinance or policy addressing study roadway segments, substantially increase traffic in relation to the existing traffic load and capacity of the study roadway segments, or exceed an established LOS standard under Existing Plus Project conditions. Based on the analysis below, ~~the impact is less than significant~~ no conflicts with applicable roadway LOS standards would occur under the Existing Plus Project scenario.

Table 14-12 below summarizes operations at each of the study roadway segments under the Existing Plus Project Condition with the originally proposed 119 single-family units. Table 14-13 below summarizes operations at each of the study roadway segments with the originally proposed 119 single-family units plus 12 additional ADUs. In addition, Table 14-13A below summarizes operations at each of the study roadway segments with the originally proposed 119 single-family units plus 12 additional ADUs, after taking into account the redistribution of project trips to Heritage Oak Elementary School and Silverado Middle School due to the recently revised DCJESD attendance boundary. As shown in the tables, development of the proposed project would increase the volume of traffic along the study roadway segments. However, all study roadway segments would continue to operate within accepted Placer County minimum LOS thresholds. Therefore, no conflicts with applicable County roadway LOS standards would occur as a result of project traffic impacts to study roadway segments under the Existing Plus Project Condition would be less than significant. The potential inclusion of 12 on-site ADUs, in addition to the 119 single-family units, would ~~not~~ result in the generation of any significant impacts same conclusion.

Mitigation Measure(s)

None required.



Table 14-13A
Roadway Segment LOS – Existing Plus Project Conditions:
With 12 ADUs and Attendance Changes

Roadway	Location	Standard			Creekside Ranch Middle School Attendance Area			Heritage Oak Middle School and Silverado Middle School				
		LOS	Volume Threshold Per Lane (veh/ln)	Max 2-Way Volume at LOS Standard	Daily Volume	V/C	LOS	Daily Volume		V/C	LOS	Change in V/C from No Project
								Project Only	Total			
1. PFE Road	Walerga Rd to Cook Riolo Rd	D	7,750	15,500	5,337	0.21	B	35	5,335	0.21	B	0.00
2. PFE Road	Cook Riolo Rd to Antelope Rd	D	5,700	11,400	6,717	0.32	C	10	6,715	0.32	C	0.00
3. Cook Riolo Road	Baseline Rd to Vineyard Rd	D	5,700	11,400	3,720	0.18	B	20	3,725	0.18	B	0.00
4. Cook Riolo Road	Vineyard Rd to Creekview Ranch School	D	5,700	11,400	5,098	0.24	C	45	5,015	0.24	C	0.00
5. Cook Riolo Road	Creekview Ranch School to PFE Rd	D	5,700	11,400	4,529	0.21	C	45	4,520	0.22	C	0.01
6. Antelope Road	PFE Rd to Great Valley Dr	D	5,700	11,400	7,787	0.37	D	25	7,785	0.37	D	0.00
7. Vineyard Road	Crowder Ln to Cook Riolo Rd	D	5,700	11,400	2,651	0.13	B	10	2,645	0.13	B	0.00
8. Vineyard Road	Cook Riolo Rd to Brady Ln	D	5,700	11,400	4,459	0.21	C	80	4,395	0.21	C	0.00
9. Vineyard Road	Brady Ln to Foothills Blvd (R)	D	6,870	13,740	6,298	0.42	A	675	6,300	0.42	A	0.04
10. Brady Lane	Baseline Rd to Project (R)	D	5,700	11,400	1,436	0.07	A	455	1,465	0.07	A	0.02
11. Brady Lane	Project to Vineyard Rd (R)	D	5,700	11,400	1,797	0.08	A	755	1,765	0.08	B	0.03

Notes:

- All study roadways are two lanes.
- **Bold** values exceed minimum LOS threshold.
- **Highlighted** values are a significant impact indicate a conflict with the applicable LOS standard.
- (R) is City of Roseville jurisdiction.

Source: KD Anderson & Associates, Inc.



Pages 14-38 through 41 of the Draft EIR are hereby revised as follows to clarify that school-age residents are no longer anticipated to walk to Creekview Ranch School, given the recent attendance boundary modifications:

Pedestrian System

Future residents of the proposed project may elect to walk to and from the site to access local destinations such as the commercial development within the City of Roseville along Foothills Boulevard. ~~In addition, school-age residents may walk to the nearby Creekview Ranch School~~

As noted previously, sidewalks are currently provided on Vineyard Road from Brady Lane to Foothills Boulevard. To the northeast of the site, a sidewalk is provided along the east side of Brady Lane between Vineyard Road and Baseline Road, and on a local street that joins Brady Lane and Foothills Boulevard. With completion of the proposed frontage improvements on Brady Lane and Vineyard Road, sidewalks would be available between the project site and the Vineyard Road/Brady Lane intersection, thereby providing for pedestrian connectivity between the project site and existing facilities in the project area. The project would not conflict with regional planning for pedestrian facilities. The proposed multi-purpose trail within the open space area could potentially be extended to the north or west if/when future development occurs. The trail also advances the goals of the Dry Creek Greenway Vision.

~~While a~~ continuous pedestrian route ~~would not be~~ is available between the project site and ~~the Creekview Ranch School, bussing would be available to students. Heritage Oaks Elementary School and Silverado Middle School, if pedestrians cross the north leg of the Vineyard Road/Brady Lane intersection to access the east side of Brady Lane. Nevertheless, in order to provide a worst-case analysis, the traffic study assumes that all students would be driven to and from school. The project would include a new school bus turnout along the west side of Brady Lane, south of the project site access. Therefore, a less-than-significant impact would occur.~~

Cumulative Impacts and Mitigation Measures

Impact 14-7, on pages 14-45 through 14-55 of the Draft EIR, is hereby revised as follows:

14-7 Conflict with a program, plan, ordinance or policy addressing study intersections, substantially increase traffic in relation to the planned future year traffic load and capacity of the study intersections, or exceed an established LOS standard under Cumulative Plus Project conditions. Based on the analysis below, no conflicts with applicable LOS standards would occur at impacts to all study intersections under Cumulative Plus Project Conditions ~~would be less than significant~~, with the exception of the Baseline Road/Brady Lane, Cook Riolo Road/Vineyard Road, and Vineyard Road/Brady Lane intersections. ~~Even with mitigation, the project's incremental contribution to the significant cumulative~~



~~impacts at the intersections would be cumulatively considerable and significant and unavoidable.~~

Figure 14-8 displays the Cumulative Plus Project conditions traffic volumes at each study intersection for both AM and PM peak hours. Table 14-15 below summarizes operations at each of the study intersections with the originally proposed 119 single-family units. Table 14-16 below summarizes operations at each of the study intersections with the originally proposed 119 single-family units plus 12 additional ADUs. Table 14-16A below summarizes operations at each of the study intersections with the proposed 119 single-family units plus 12 additional ADUs, after taking into account the redistribution of project trips to Heritage Oak Elementary School and Silverado Middle School due to the recently revised DCJESD attendance boundary. As shown in the tables, the following study intersections operate unacceptably under Cumulative No Project conditions; the remaining intersections will operate acceptably:

1. Baseline Road/Cook Riolo Road/Woodcreek Oaks Boulevard (City of Roseville);
2. Baseline Road/Brady Lane (City of Roseville);
3. Baseline Road/Foothills Boulevard (City of Roseville);
5. Cook Riolo Road/Vineyard Road;
6. Vineyard Road/Brady Lane;
9. PFE Road/Walerga Road;
10. PFE Road/Cook Riolo Road;
11. PFE Road/Antelope Road;
12. Baseline Road/Walerga Road/Fiddymont Road (City of Roseville).

The proposed project would not result in degradation of any intersection from an acceptable LOS to an unacceptable LOS under Cumulative Plus Project conditions. Because the intersections listed above are already deficient under Cumulative No Project conditions, whether the project's incremental traffic impact results in a conflict with applicable LOS standards is determined based on the following criteria, as shown on pages 4-22 and 4-24 of this chapter:

- Placer County Facilities
 - Signalized Intersections
 - Increase in V/C of 0.05 (5 percent) or greater; or
 - Increase in overall average intersection delay of 4.0 seconds or greater.
 - Unsignalized Intersections
 - MUTCD traffic signal warrant(s) met; and
 - Increase in delay of 5.0 seconds or more with the project.
- City of Roseville Facilities
 - Signalized Intersections
 - For intersections that currently operate at LOS D or E: cause operations to further worsen by one or more service levels;
 - For intersections that currently operate at LOS F: cause intersection delay to worsen by 12.5 seconds or greater; or
 - Cause the overall percentage of signalized intersections throughout the City of Roseville operating at LOS C or better during the AM and PM peak hours to fall below 70 percent.



Table 14-16A
Intersection LOS – Cumulative Plus Project Conditions: With 12 ADUs and Attendance Changes

Location	Control	AM Peak Hour				PM Peak Hour		Traffic Signal Warrant Met?
		Creekview Ranch Middle School		Heritage Oak Middle School and Silverado Middle School		Either Attendance Area		
		LOS	Average Delay (veh/sec)	LOS	Average Delay (veh/sec)	LOS	Average Delay (veh/sec)	
1. Baseline Rd/Cook Riolo Rd/Woodcreek Oaks Blvd (R)	Signal	F	98.0	F	97.5	D	54.5	N/A
2. Baseline Rd/Brady Ln (R) Northbound approach Westbound left turn	NB Stop	F C	>300 22.0	F C	>300 22.0	F C	>300 18.5	Yes
3. Baseline Rd/Foothills Blvd (R)	Signal	D	46.5	D	47.0	D	50.5	N/A
4. Vineyard Rd/Crowder Ln (overall) Southbound approach Eastbound left turn	SB Stop	(C) C A	(17.0) 17.0 7.5	(C) C A	(17.0) 17.0 7.5	(B) B A	(11.5) 12.0 9.0	No
5. Cook Riolo Rd/Vineyard Rd	AWS	F	>300	F	(>300)	F	297.5	No
6. Vineyard Rd/Brady Ln	AWS	F	194.5	F	174.0	F	295.0	No
7. Vineyard Rd/Foothills Blvd (R)	Signal	C	34.5	C	35.0	C	33.5	N/A
8. Cook Riolo Rd/Creekview Ranch School	Signal	D	47.0	D	36.5	A	7.0	N/A
9. PFE Rd/Walerga Rd	Signal	E	80.0	F	80.0	F	86.5	N/A
10. PFE Rd/Cook Riolo Rd	AWS	F	282.0	F	282.0	F	>300	Yes
11. PFE Rd/Antelope Rd	AWS	F	176.0	F	176.0	F	170.0	Yes
12. Baseline Rd/Walerga Rd/Fiddymont Rd (R)	Signal	F	116.5	F	116.5	F	115.5	N/A
13. Brady Lane / Project Access (overall) Eastbound approach Northbound left turn	EB Stop	(A) A A	(9.1) 9.5 7.5	(A) A A	(9.5) 10.0 7.5	(A) B A	(9.5) 11.0 8.0	No

Notes:

- (R) indicates City of Roseville jurisdiction. Minimum LOS C standard applies.
- **Bold** indicates minimum LOS threshold exceeded; **Highlighted** values indicate a significant impact conflict with the applicable LOS standard.
- Overall Average Delay = $\Sigma (\text{Delay} \times \text{Volume of each delayed movement}) / \Sigma \text{Volume of each delayed movement}$.

Source: KD Anderson & Associates, Inc.



- Unsignalized Intersections
 - For intersections currently (or projected to be) operating at less than LOS C, cause operations to further worsen by one or more service levels and meet the MUTCD peak hour signal warrant; or
 - For intersections currently (or projected to be) operating at LOS F, cause intersection delay to worsen by 12.5 seconds or greater and meet the MUTCD peak hour signal warrant.

The following sections provide an analysis of ~~potential impacts related to~~ operations at the listed intersections.

Baseline Road/Cook Riolo Road/Woodcreek Oaks Boulevard (Roseville)

In the City of Roseville, the Baseline Road/Cook Riolo Road/Woodcreek Oaks Boulevard intersection would operate at LOS F in the AM peak hour and LOS D in the PM peak hour with and without the project. The project would increase average vehicle delay by 0.5-second during the AM peak hour; during the PM peak hour, delay would not increase. Because the incremental increase in delay resulting from the project is less than the applicable 12.5 second standard employed by the City of Roseville, the project's incremental traffic would not result in a conflict with ~~under~~ City of Roseville policy, ~~the project's incremental contribution to the cumulative impact would be less than significant.~~

Baseline Road/Brady Lane (Roseville)

In the City of Roseville, Baseline Road/Brady Lane is projected to operate at LOS F during the AM and PM peak hours with and without the project. The maximum incremental increase in side street delay resulting from the addition of project traffic would be approximately 149 seconds, which exceeds the measure applied for Roseville intersections. In addition, traffic signal warrants would continue to be met. ~~Thus, the project's incremental contribution to the cumulative impact would be cumulatively considerable.~~

Baseline Road/Foothills Boulevard (Roseville)

In the City of Roseville, the Baseline Road/Foothills Boulevard intersection is projected to operate at LOS D during the AM and PM peak hours with and without the project. However, as noted previously, LOS D is considered acceptable for the intersection per the City. ~~Thus, a less than significant cumulative impact would occur.~~

Cook Riolo Road/Vineyard Road

In Placer County, the Cook Riolo Road/Vineyard Road intersection is projected to operate at LOS F in the AM and PM peak hours with and without the project. ~~Because conditions in excess of LOS D are projected with and without the project, the significance of project impact is based on the incremental change in delay caused by the project.~~ The incremental increase in delay occurring as a result in of the project would exceed the 5.0 second standard established by the DCWPCP and, thus, ~~the project's incremental contribution to the cumulative impact would be cumulatively considerable.~~

Vineyard Road/Brady Lane

In Placer County, the Vineyard Road/Brady Lane intersection is projected to operate at LOS F during the AM and PM peak hours with and without the project. ~~Because conditions in excess of LOS D are projected with and without the project, the significance of project impact is based on the incremental change in delay~~



~~caused by the project. The incremental increase in delay occurring as a result of the project would exceed the 5.0 second standard established by the DCWPCP and, thus, the project's incremental contribution to the cumulative impact would be cumulatively considerable.~~

PFE Road/Walerga Road

In Placer County, the PFE Road/Walerga Road intersection is projected to operate at LOS F in the AM and PM peak hours; however, such conditions are considered acceptable per Goal 6 in the Transportation and Circulation Element of the DCWPCP. In addition, the project would not increase average vehicle delay during either peak hour. ~~Thus, the project's incremental contribution to the cumulative impact would be less than cumulatively considerable.~~

PFE Road/Cook Riolo Road

In Placer County, the PFE Road/Cook Riolo Road intersection is projected to operate at LOS F in both the AM and PM peak hours; however, such conditions are considered acceptable per Goal 6 in the Transportation and Circulation Element of the DCWPCP. In addition, the increase in delay at the intersection would be below the County's five-second threshold. ~~Thus, the project's incremental contribution to the cumulative impact would be less than cumulatively considerable.~~

PFE Road/Antelope Road

In Placer County, the PFE Road/Antelope Road intersection is projected to operate at LOS F in the AM and PM peak hours; however, such conditions are considered acceptable per Goal 6 in the Transportation and Circulation Element of the DCWPCP. In addition, the project would not increase average vehicle delay during either peak hour. ~~Thus, the project's incremental contribution to the cumulative impact would be less than cumulatively considerable.~~

Baseline Road/Walerga Road/Fiddymont Road (Roseville)

In the City of Roseville, the Baseline Road/Walerga Road/Fiddymont Road intersection would operate at LOS F during the AM and PM peak hours with and without the project. Per the City, LOS D is considered acceptable for this intersection. However, the project would increase average vehicle delay by 0.5-second during the PM peak hour; during the AM peak hour, delay would not increase. Because the incremental increase in delay resulting from the project is less than the applicable 12.5 second standard employed by the City of Roseville, the project's incremental contribution of traffic would not result in a conflict with ~~to the cumulative impact would be less than significant under City of Roseville policy.~~

Conclusion

Based on the above, the project would not conflict with applicable County or City ~~thresholds~~ LOS standards at the Baseline Road/Cook Riolo Road/Woodcreek Oaks Boulevard, PFE Road/Walerga Road, PFE Road/Cook Riolo Road, PFE Road/Antelope Road, or Baseline Road/Walerga Road/Fiddymont Road intersections. However, the addition of project traffic under Cumulative Plus Project conditions could ~~contribute to significant cumulative impacts~~ conflict with applicable LOS standards at the following study intersections:

2. Baseline Road/Brady Lane (City of Roseville);
5. Cook Riolo Road/Vineyard Road; and
6. Vineyard Road/Brady Lane.



~~Therefore, under Cumulative Plus Project Conditions, the proposed project's incremental contribution to cumulative impacts could be **cumulatively considerable**. The potential inclusion of 12 additional on-site ADUs would not result in any additional significant impacts changes to this conclusion.~~

Mitigation/Improvement Measure(s)

The following sections provide a discussion of potential circulation system improvements to address ~~impacts to~~ the three study intersections listed above, and the reasons for their infeasibility.

Baseline Road/Brady Lane

As discussed for Impact 14-2, ~~the impact to~~ this intersection would require either installation of a traffic signal at the Baseline Road/Brady Lane intersection or restricting left-turn movements on the northbound approach, both of which would improve operations at the intersection to acceptable (i.e., LOS C) levels. However, as discussed under Impact 14-2 above, given that the intersection is located within the City of Roseville, outside of the County's jurisdiction, completion of the required improvements cannot be guaranteed. Furthermore, the City Engineer has indicated that the City of Roseville would not require a signal as a result of the proposed project, and restricting left turns at the intersection is not currently recommended by the City.¹ ~~Thus, the impact would remain significant and unavoidable.~~

Cook Riolo Road/Vineyard Road

Installation of a two-lane roundabout would improve operations to an acceptable LOS for both the AM and PM peak hours. However, this type of capacity enhancement is not included in the County's CIP for the DCWPCP area and would not be consistent with the DCWPCP. ~~Thus, the impact would remain significant and unavoidable.~~

Vineyard Road/Brady Lane

Installation of a single-lane roundabout would improve operations to an acceptable LOS (LOS C or better) for both the AM and PM peak hours. Such an improvement is suggested in the DCWPCP, but is not included in the County's CIP for the DCWPCP area. While the County may elect to include installation of a roundabout at the Vineyard Road/Brady Lane intersection in the CIP in the future, inclusion of the improvement cannot be guaranteed. ~~Thus, the impact would remain significant and unavoidable.~~

Conclusion

The Baseline Road/Brady Lane is located outside of the County's jurisdiction, and completion of the required improvements is not currently recommended by the City of Roseville. For the Cook Riolo Road/Vineyard Road and Vineyard Road/Brady Lane intersections, the required improvements are not included in the County's CIP and, thus, completion of the improvements cannot be guaranteed. Therefore, even with payment of applicable traffic impact fees, the project's incremental contribution to the cumulative ~~impacts~~ traffic at the affected intersections would ~~remain cumulatively considerable and significant and unavoidable~~ be anticipated to continue to conflict with applicable LOS standards.

Payment of applicable traffic impact fees, as well as the project's contribution of fair share payment towards the future potential installation of a one-lane



roundabout at Vineyard Road/Brady Lane, will be required as project conditions of approval, as identified below.

Conditions of Approval

- ~~14-7(a)~~ Prior to issuance of any Building Permits, this project shall be subject to the payment of traffic impact fees that are in effect in this area (Dry Creek), pursuant to applicable Ordinances and Resolutions. The applicant is notified that the following traffic mitigation fee(s) shall be required and shall be paid to Placer County DPWF:
 - A. County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code;
 - B. South Placer Regional Transportation Authority (SPRTA);
 - C. "Bizz Johnson" Highway Interchange Joint Powers Authority; and
 - D. Placer County / City of Roseville JPA (PC/CR).

The current total combined estimated fee is \$593,810 (based on \$4,877 per single family residential dwelling unit). An additional amount of \$37,125.60 (based on \$3,093.80 per accessory dwelling unit) would be added to the total fee if the additional 12 secondary units are included with the project. The fees were calculated using the information supplied. If either the use or the number of units changes, then the fees will change. The fees to be paid shall be based on the fee program in effect at the time the application is deemed complete.

- ~~14-7(b)~~ Prior to Improvement Plan approval, the applicant shall pay their fair share contribution toward the cost of constructing a future one-lane roundabout at the intersection of Brady Lane and Vineyard Road. The applicant shall develop an engineer's cost estimate for said improvement and submit the estimate to the ESD/DPW for review and approval in order to determine the total dollar amount owed. The applicant's fair share has been identified as 6.9 percent.

If the Placer County CIP is updated to include the one-lane roundabout improvement at the intersection of Brady Lane and Vineyard Road, then the payment of the Countywide Traffic Mitigation Fee at Building Permit issuance, as ~~required in Mitigation Measure 14-7(a) conditioned upon the project,~~ will satisfy this fair share contribution requirement.

Impact 14-8, on pages 14-56 and 14-59 of the Draft EIR, is hereby revised as follows:



14-8 Conflict with a program, plan, ordinance or policy addressing study roadway segments, substantially increase traffic in relation to the planned future year traffic load and capacity of the study roadway segments, or exceed an established LOS standard under Cumulative Plus Project conditions. ~~Based on the analysis below, the impact is less than cumulatively considerable.~~

Table 14-17 below summarizes operations at each of the study roadway segments under the Cumulative Plus Project Condition with the originally proposed 119 single-family units. Table 14-18 below summarizes operations at each of the study roadway segments with the originally proposed 119 single-family units plus 12 additional ADUs. In addition, Table 14-18A below summarizes operations at each of the study roadway segments with the proposed 119 single-family units plus 12 additional ADUs, after taking into account the redistribution of project trips to Heritage Oak Elementary School and Silverado Middle School due to the recently revised DCJESD attendance boundary. As shown in the tables, the segment of PFE Road from Cook Riolo Road to Antelope Road would operate unacceptably (LOS F) with and without the project. In addition, the segment of Antelope Road from PFE Road to Great Valley Drive would operate unacceptably (LOS E) with and without the project. Both roadway segments are located within Placer County. All other study roadway segments would operate acceptably under Cumulative Plus Project conditions.

Because the two unacceptable study roadway segments noted above are already deficient under Cumulative No Project conditions, whether or not the project's conflicts with County standards ~~impact~~ is determined based on whether the addition of project traffic would increase V/C ratio by 0.05 or greater or result in an increase in ADT of 100 or more project-generated vehicle trips per lane (vpl). The following sections provide an analysis of ~~potential impacts related to~~ operations at the two study roadway segments.

PFE Road from Cook Riolo Road to Antelope Road

PFE Road from Cook Riolo Road to Antelope Road will operate at LOS F with and without the project. While the DCWPCP accepts LOS F on this segment, because the incremental change in V/C does not exceed the 0.05 ~~significance~~ threshold and the incremental increase in volume is less than the 100 daily vehicles per lane threshold allowed under County guidelines, the project's incremental contribution ~~to the cumulative impact would be less than cumulatively considerable~~ not conflict with the County's LOS standards.

Antelope Road from PFE Road to Great Valley Drive

Antelope Road from PFE Road to Great Valley Drive is projected to operate at LOS E. The DCWPCP accepts LOS E on this roadway. Because the incremental change in V/C does not exceed the 0.05 ~~significance~~ threshold and the incremental increase in volume is less than the 100 daily vehicles per lane threshold allowed under County guidelines, the project's incremental contribution ~~to the cumulative impact would be less than cumulatively considerable~~ not conflict with the County's LOS standards.



Table 14-18A
Roadway Segment LOS – Cumulative Plus Project Conditions:
With 12 ADUs and Attendance Changes

Roadway	Location	Standard			Creekside Ranch Middle School Attendance Area			Heritage Oak Middle School and Silverado Middle School				
		LOS	Volume Threshold Per Lane (veh/ln)	Max 2-Way Volume at LOS Standard	Daily Volume	V/C	LOS	Daily Volume		V/C	LOS	Change in V/C from No Project
								Project Only	Total			
12.PFE Road	Walerga Rd to Cook Riolo Rd	D	6,870	13,740	7,937	0.53	A	35	7,935	0.53	A	0.00
13.PFE Road	Cook Riolo Rd to Antelope Rd	F	6,870	13,740	18,312	1.22	F	10	18,310	1.22	F	0.00
14.Cook Riolo Road	Baseline Rd to Vineyard Rd	F	6,870	13,740	9,615	0.64	B	20	9,620	0.64	B	0.00
15.Cook Riolo Road	Vineyard Rd to Creekview Ranch School	F	6,870	13,740	13,428	0.89	D	45	13,345	0.89	D	0.01
16.Cook Riolo Road	Creekview Ranch School to PFE Rd	F	6,870	13,740	12,154	0.81	D	45	12,145	0.81	D	0.00
17.Antelope Road	PFE Rd to Great Valley Dr	E	18,000 ²	36,000	32,577	0.91	E	25	32,575	0.91	E	0.01
18.Vineyard Road	Crowder Ln to Cook Riolo Rd	D	6,870	13,740	8,916	0.59	A	10	8,910	0.59	A	0.00
19.Vineyard Road	Cook Riolo Rd to Brady Ln	D	6,870	13,740	12,044	0.80	C	80	11,980	0.80	D	0.01
20.Vineyard Road	Brady Ln to Foothills Blvd (R)	D	7,500	15,000	18,923	1.26	F	675	18,925	1.26	F	0.04
21.Brady Lane	Baseline Rd to Project (R)	D	5,700	11,400	6,326	0.30	C	455	6,355	0.30	C	0.02
22.Brady Lane	Project to Vineyard Rd (R)	D	5,700	11,400	8,147	0.39	C	755	8,115	0.39	D	0.04

Notes:

- All study roadways are two lanes.
- **Bold** values exceed minimum LOS threshold.
- **Highlighted** values are a significant impact indicate a conflict with the applicable LOS standard.
- (R) is City of Roseville jurisdiction.

Source: KD Anderson & Associates, Inc.



Conclusion

Based on the above, development of the proposed project would increase the volume of traffic along the study roadway segments. However, the project would not conflict with applicable County significance thresholds at the segment of PFE Road from Cook Riolo Road to Antelope Road or the segment of Antelope Road from PFE Road to Great Valley Drive. All other study roadway segments would continue to operate within accepted Placer County and Sacramento County minimum LOS thresholds. ~~With required payment of applicable traffic impact fees to fund necessary roadway improvements included in the County's CIP, the proposed project's incremental contribution to cumulative impacts at the study roadway segments would be less than cumulatively considerable.~~ The potential inclusion of 12 on-site ADUs, in addition to the 119 single-family units, would not ~~result in the generation of any significant cumulative roadway impacts change the above conclusions.~~

Mitigation Measure(s)

~~None required.~~

As shown in the tables (14-16A and 14-18A) and explained in the updated technical memorandum prepared by KD Anderson & Associates, Inc. (see Appendix A to this Final EIR), under Cumulative Plus Project conditions, the changes to trip distribution occurring as a result of the attendance boundary change would not alter the calculated LOS at any of the study intersections or roadway segments relative to what was presented in the Draft EIR. Thus, the analysis and conclusions presented in Chapter 14 of the Draft EIR remain valid.

The other foregoing revisions are made for amplification purposes in response to recent court case law, and are not considered significant new information pursuant to CEQA Guidelines Section 15088.5(a). While Mitigation Measure 14-7 has been deleted, the requirements of the mitigation measure (i.e., applicant's payment of traffic impact fees), will still be required of the applicant through project conditions of approval.

Vehicle Miles Traveled

As previously discussed, since the release of the Draft EIR, the Third Appellate District court published an opinion (December 18, 2019) regarding *Citizens for Positive Growth & Preservation v. City of Sacramento* (2019). Among other points, Citizens challenged the City of Sacramento's adoption of its General Plan based on its use of the level of service (LOS) metric instead of the vehicle miles traveled (VMT) metric in the transportation impacts section.

In response to the court case, the County has added the following VMT impact discussion to page 14-59 of the Transportation and Circulation section of the Draft EIR, after Impact 14-8:

14-9 Increase in Project Vehicle Miles Travelled (VMT). Based upon the analysis below, the project would have a less-than-significant VMT impact.

In 2018, the Secretary of the Natural Resources Agency promulgated and certified CEQA Guidelines Section 15064.3 to implement Public Resources Code Section 21099(b)(2). Public Resources Code Section 21099(b)(2) states that, "upon



certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any."

In response to PRC 21099(b)(2), CEQA Guidelines Section 15064.3 notes that "Generally, vehicle miles traveled is the most appropriate measure of transportation impacts." The Guidelines section further states that although a lead agency may elect to be governed by this section immediately, lead agencies are not required to utilize VMT as the metric to determine transportation impact until July 1, 2020. The inconsistency between the implementation date of July 1, 2020 allowed by the Guidelines and the requirement of PRC 21099(b)(2) to no longer use congestion metrics creates a gap or "interim" period when use of traffic congestion metrics is no longer allowable; however, the lead agency may not yet have an established VMT threshold(s), as is currently the case for Placer County.

A recent court case (*Citizens for Positive Growth & Preservation v. City of Sacramento* (2019) 2019 WL 6888482) attempted to add clarity to the timing issue surrounding the transition between transportation impact metrics. The court ruled that although CEQA Guidelines section 15064.3, requiring use of VMT as the transportation impact metric, does not apply until July 1, 2020, Public Resources Code Section 21099(b)(2) is already in effect. As a result of the ruling, although lead agencies are not yet required to analyze transportation impacts under the VMT metric, they can no longer draw a transportation impact significance conclusion using a metric that measures traffic congestion (e.g., level of service (LOS)).

Subsequent to the certification of the CEQA Guidelines, the Governor's Office of Planning and Research (OPR) published the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018). OPR's advisory document identifies a potential approach which an agency could utilize as the basis for determining significant transportation impacts. Specifically, the OPR Technical guidance recommends consideration of whether the project is consistent with the applicable Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The guidance aligns with CEQA Guidelines Section 15125(d), which requires that an EIR should discuss inconsistencies between the proposed project and the regional transportation plan. For the SACOG region, this consists of the Metropolitan Transportation Plan/SCS (MTP/SCS).

The proposed project is located within an area designated as an Established Community in both the 2016 and 2020 MTP/SCS. The MTP/SCS is aimed at reducing greenhouse gas emissions through VMT reduction, and these efforts are primarily focused on urban areas, where investments in the roadway system and transit, bike, pedestrian infrastructure are built into the MTP/SCS to achieve identified air quality targets. In this "interim" period, the following qualitative discussion of VMT has been provided for the proposed project.

According to the MTP/SCS, Established Community areas are typically the areas adjacent to, or surrounding, Center and Corridor communities. Many are characterized as "first tier", "inner ring" or mature suburban communities. Local land use patterns aim to maintain the existing character and land use pattern in these areas. Land uses in Established Communities are typically made up of



existing low- to medium-density residential neighborhoods, office and industrial parks, or commercial strip centers. Depending on the density of existing land uses, some Established Communities have bus service; others may have commuter bus service or very little service. For unincorporated Placer County, the 2020 MTP/SCS assumes an additional 15,080 jobs and 3,160 housing units would be developed in Established Communities by 2040 (see Appendix C of the 2020 MTP/SCS). Note this represents an increase in the forecasts provided in the 2016 MTP/SCS for Year 2035 (12,090 jobs and 2,760 housing units).

Figures 3-10 and 3-11 of the 2020 MTP/SCS show the 2016 and projected 2040 vehicle miles traveled per capita for the six-County SACOG region. The sub-region in which the project is located is shown as having both now, and in the future, <= 100-115% of the regional average VMT per capita. The MTP/SCS anticipates some increased activity/growth within Established Communities. Additionally, these areas are recognized as having high VMT per capita both now and in the future (2040 MTP/SCS Planning Period). Thus, it can be concluded that the potential increased activity associated with the proposed project would not conflict with the MTP/SCS' strategy for reducing VMT through investments in roadway and multi-modal infrastructure primarily in urban areas and therefore the project's impact associated with VMT increases are considered less than significant.

Mitigation Measure(s)
None required.

The foregoing revisions are made for amplification purposes in response to recent court case law, and are not considered significant new information pursuant to CEQA Guidelines Section 15088.5(a).

15 Utilities and Service Systems

Page 15-29 of the Draft EIR is hereby revised as follows:

15-5 Increase in demand for utilities and service systems associated with the proposed project, in combination with future buildout in the DCWPCP area. Based on the analysis below ~~and with implementation of mitigation~~, the project's incremental contribution to this significant cumulative impact is *less than cumulatively considerable*.

The foregoing revision is to correct a minor typographical error and does not affect the analysis or conclusions presented in the Draft EIR.

17 Statutorily Required Sections

In response to the changes to the level of service analysis in the preceding chapters of the Draft EIR, Section 17.6 of the Statutorily Required Sections chapter is hereby revised as follows:

17.6 Significant and Unavoidable Impacts

According to CEQA Guidelines, an EIR must include a description of those impacts identified as significant and unavoidable should the proposed action be implemented (CEQA Guidelines §15126.2[b]). Such impacts would be considered



unavoidable when the determination is made that either mitigation is not feasible or only partial mitigation is feasible such that the impact is not reduced to a level that is less-than-significant. This section identifies significant impacts that could not be eliminated or reduced to a less-than-significant level by mitigations imposed by the County. The final determination of the significance of impacts and the feasibility of mitigation measures would be made by the County as part of the County's certification action. The significant and unavoidable impacts of the proposed project are summarized below. This EIR determines that the proposed project would not result in any significant and unavoidable environmental impacts. While certain intersections would not operate within applicable LOS standards as a result of the proposed project, recent court case law has rendered inapplicable the LOS metric for determining impact significance under CEQA.

~~Existing Plus Project Conditions impact to Baseline Road/Brady Lane Intersection. (Impact 14-2)~~

~~Implementation of the proposed project would result in a significant impact related to the Baseline Road/Brady Lane intersection. Mitigation Measure 14-7 requires either installation of a new traffic signal at the intersection or restriction of left-turn movements at the intersection. However, given that the intersection is located within the City of Roseville, outside of the County's jurisdiction, completion of the required improvements cannot be guaranteed. Furthermore, the City Engineer has indicated that the City of Roseville would not require a signal as a result of the proposed project, and restricting left turns at the intersection is not currently recommended by the City. Thus, the impact would remain significant and unavoidable.~~

~~Cumulative Impact at Baseline Road/Brady Lane, Cook Riolo Road/Vineyard Road, and Vineyard Road/Brady Lane intersections. (Impact 14-7)~~

~~Implementation of the proposed project would result in a significant impact at Baseline Road/Brady Lane, Cook Riolo Road/Vineyard Road, and Vineyard Road/Brady Lane under Cumulative Plus Project Conditions. The Baseline Road/Brady Lane intersection is located outside of the County's jurisdiction, and completion of the required improvements is not currently recommended by the City of Roseville. For the Cook Riolo Road/Vineyard Road and Vineyard Road/Brady Lane intersections, the required improvements are not included in the County's CIP and, thus, completion of the improvements cannot be guaranteed. Therefore, even with payment of applicable traffic impact fees, the project's incremental contribution to the cumulative impacts at the affected intersections would remain cumulatively considerable and significant and unavoidable.~~

The foregoing revisions are made for amplification purposes in response to recent court case law, and are not considered significant new information pursuant to CEQA Guidelines Section 15088.5(a).



18 Alternatives Analysis

As a result of the removal of the significance determinations for the LOS analysis conducted for the proposed project, the Alternatives Analysis is hereby revised as follows.

Section 18.2, page 18-6, under the header “Impacts Identified in the EIR”, is hereby revised as follows:

Less Than Significant or No Impact

As discussed in each respective section of this EIR, the proposed project would result in no impact or a less-than-significant impact related to the following topics associated with the resource area indicated, and mitigation would not be required:

[...]

- ***Transportation and Circulation.*** The EIR determined that impacts related to ~~study roadway segments, transit, bicycle, and pedestrian facilities under Existing Plus Project Conditions~~ would be less-than-significant. In addition, a less-than-significant impact would occur with regard to emergency access and access to nearby uses, hazardous design features, and incompatible uses. ~~Under Cumulative Plus Project conditions, a less-than-cumulatively considerable impact would occur related to study roadway segments. The project's impacts to vehicle miles traveled was also determined to be less than significant.~~

As stated above, reasonable alternatives to the project must be capable of reducing the magnitude of, or avoiding, identified significant environmental impacts of the proposed project. Because the proposed project would not result in significant impacts related to the resource areas listed above, a comparison of potential impacts associated with the aforementioned resource areas as a result of project alternatives versus the proposed project is not provided in this chapter. Rather, this chapter focuses on those resource areas and specific impacts listed below that have been identified for the proposed project as requiring mitigation to reduce significant impacts to less than significant, ~~or have been found to remain significant and unavoidable.~~

Significant and Unavoidable

The EIR has determined that the following project impacts would remain significant and unavoidable, even after implementation of the feasible mitigation measures set forth in this EIR:

- ~~***Transportation and Circulation.*** The EIR determined that the proposed project could result in a significant and unavoidable impact to the Baseline Road/Brady Lane intersection under Existing Plus Project conditions. In addition, significant and unavoidable impacts were identified for the following study intersections under Cumulative Plus Project conditions:~~



- Baseline Road/Brady Lane (City of Roseville);
- Cook Riolo Road/Vineyard Road; and
- Vineyard Road/Brady Lane.

Section 18.3, Selection of Alternatives, is hereby revised as follows:

No Project (No Build) Alternative

[...]

Transportation and Circulation

The No Project (No Build) Alternative would not generate construction traffic or operational vehicle traffic on local roadways and, thus, Mitigation Measure 14-1 related to preparation of a Construction Traffic Management Plan (CTMP) would not be required. In addition, while not a CEQA impact, it is noted that the Alternative would not result in significant impacts to conflicts with applicable LOS standards at any study intersections or roadway segments. ~~Therefore, Mitigation Measures 14-2, 14-7(a), and 14-7(b) would not be required.~~ Overall, impacts related to transportation and circulation would not occur under the No Project (No Build) Alternative.

Buildout Pursuant to Existing Zoning Alternative

[...]

Transportation and Circulation

[...]

Because fewer vehicle trips would be generated by the Buildout Pursuant to Existing Zoning Alternative, the intensity of traffic-related ~~impacts~~effects, including ~~impacts~~effects to study intersections, would be reduced compared to the proposed project. However, the Alternative would add traffic to study intersections for which improvements have not been identified in the County's Capital Improvement Program (CIP), or which are located outside of the County's jurisdiction. In order to determine whether the additional traffic occurring as a result of the Alternative would exceed the applicable ~~significance~~ thresholds for ~~impacted~~ intersections, a detailed traffic impact study would be required. While a conclusive determination cannot be reached without a quantitative analysis, the ~~impacts to~~ conflicts with applicable LOS standards identified in this EIR for certain study intersections under Existing Plus Project and Cumulative Plus Project conditions would be anticipated to remain significant and unavoidable. ~~Mitigation Measures 14-2, 14-7(a), and 14-7(b) would likely still be required~~ as a result of this Alternative's traffic.



Reduced Density Alternative

[...]

Transportation and Circulation

[...]

Because fewer vehicle trips would be generated by the Reduced Density Alternative, the intensity of traffic-related ~~impacts~~effects, including ~~impacts~~effects to study intersections, would be reduced compared to the proposed project. However, the Alternative would add traffic to study intersections for which improvements have not been identified in the County's Capital Improvement Program, or which are located outside of the County's jurisdiction. In order to determine whether the additional traffic occurring as a result of the Alternative would exceed the applicable ~~significance~~ thresholds for impacted intersections, a detailed traffic impact study would be required. While a conclusive determination cannot be reached without a quantitative analysis, the ~~impacts to conflicts with applicable LOS standards identified in this EIR for certain~~ study intersections under Existing Plus Project and Cumulative Plus Project conditions would be anticipated to remain ~~significant and unavoidable~~. Mitigation Measures 14-2, 14-7(a), and 14-7(b) ~~would likely still be required as a result of this Alternative's traffic.~~

Section 18.4, Environmentally Superior Alternative, is hereby revised as follows:

The development of the Buildout Pursuant to Existing Zoning Alternative would partially satisfy the project objectives and would result in similar or reduced impacts compared to the proposed project in eight resource areas. Because fewer vehicle trips would be generated by the Buildout Pursuant to Existing Zoning Alternative, the intensity of traffic-related ~~impacts~~effects, including ~~impacts~~effects to study intersections, would be reduced compared to the proposed project. However, the Alternative would add traffic to study intersections for which improvements have not been identified in the County's Capital Improvement Program (CIP), or which are located outside of the County's jurisdiction. In order to determine whether the additional traffic occurring as a result of the Alternative would exceed the applicable ~~significance~~ thresholds for impacted intersections, a detailed traffic impact study would be required. While a conclusive determination cannot be reached without a quantitative analysis, the ~~impacts to conflicts with applicable LOS standards identified in this EIR for certain~~ study intersections under Existing Plus Project and Cumulative Plus Project conditions would be anticipated to remain ~~significant and unavoidable~~.

While the Buildout Pursuant to Existing Zoning Alternative would predominantly result in fewer impacts than the Reduced Density Alternative, the Buildout Pursuant to Existing Zoning Alternative technically qualifies as a 'no project' alternative and cannot be considered the environmentally superior alternative.



Therefore, the Reduced Density Alternative would be considered the environmentally superior alternative to the proposed project.

Table 18-7 is hereby revised due to changes in the level of service analysis, as follows:

The foregoing revisions to Chapter 18, Alternatives Analysis, are made for amplification purposes in response to recent court case law, and are not considered significant new information pursuant to CEQA Guidelines Section 15088.5(a).



Table 18-1
Comparison of Environmental Impacts for Project Alternatives

Resource Area	Proposed Project	No Project (No Build) Alternative	Buildout Pursuant to Existing Zoning Alternative	Reduced Density Alternative
Aesthetics	Less-Than-Significant with Mitigation	None	Similar	Similar
Air Quality and Greenhouse Gas Emissions	Less-Than-Significant with Mitigation	None	Fewer	Fewer
Biological Resources	Less-Than-Significant with Mitigation	None	Fewer	Fewer
Cultural Resources	Less-Than-Significant with Mitigation	None	Fewer	Fewer
Geology and Soils/Mineral Resources	Less-Than-Significant with Mitigation	None	Fewer	Fewer
Hydrology and Water Quality	Less-Than-Significant with Mitigation	None	Fewer	Fewer
Noise	Less-Than-Significant with Mitigation	None	Fewer	Fewer
Transportation and Circulation	Less-Than-Significant with Mitigation <u>and Significant and Unavoidable (cumulative)</u>	None	Fewer*	Fewer*
Total Fewer:		8	7	7
Total Similar:		0	1	1
Note: No Impact = "None;" Less than Proposed Project = "Fewer;" and Similar to Proposed Project = "Similar"				
* Significant and Unavoidable impact(s) determined for the proposed project would still be expected to occur under the Alternative.				



**Table 2-1
Summary of Impacts and Mitigation Measures**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
6. Biological Resources			
<p>6-7 Have a substantial adverse effect, either directly or through substantial habitat modifications, on special-status bat species.</p>	<p>S</p>	<p>6-7 <i>Pre-construction roosting bat surveys shall be conducted by a qualified biologist within 14 days prior to any tree removal occurring during the bat breeding season (April through October) and/or on days with temperatures in excess of 50 degrees Fahrenheit from January through March. Methods may include evening emergence surveys, acoustic surveys, inspecting potential roosting habitat with a fiberoptic camera, or a combination thereof. If pre-construction surveys indicate that roosts of special-status bats are not present, or that roosts are inactive or potential habitat is unoccupied, further mitigation is not required. The results of the bat surveys shall be submitted to the Placer County Community Development Resource Agency and CDFW.</i></p> <p><i>If roosting bats are found, exclusion shall be conducted as recommended by the qualified biologist in coordination with CDFW. If cavity roosting bats are found within any of the trees planned for removal, or if presence is assumed, trees should be removed outside of pup season only on days with temperatures in excess of 50 degrees Fahrenheit. Pup season is generally during the months of May through August. Two-step tree removal shall be utilized under the supervision of the qualified biologist. Two-step tree removal involves removal of all branches of the tree that do not provide roosting habitat on the first day, and then the next day cutting down the remaining</i></p>	<p>LS</p>



**Table 2-1
Summary of Impacts and Mitigation Measures**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p>portion of the tree. A letter report summarizing the survey results should be submitted to the Placer County Community Development Resource Agency within 30 days following the final monitoring event.</p> <p>In the event the Placer County Conservation Program is adopted prior to submittal of improvement plans for this project or prior to the project's own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 6-7 may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP mitigation shall apply only to those species and waters that are covered by the PCCP.</p>	
10. Hydrology and Water Quality			
10-4 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	S	<p>10-4(e) On the Improvement Plans and Informational Sheet(s) filed with the Final Subdivision Map(s), show that finished house pad elevations for all Let's <u>lots</u> along the floodplain shall be a minimum of two feet above the 100-year flood plain line (or finished floor -three feet above the 100-year floodplain line). The final pad elevation shall be certified by a California registered civil engineer or licensed land surveyor and submitted</p>	LS



<p>Table 2-1 Summary of Impacts and Mitigation Measures</p>			
Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
<p><i>substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; or 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 either during construction or in the post-construction condition. Based on the analysis below and with implementation of mitigation, the impact is less than significant.</i></p>		<p><i>to the Engineering and Surveying Division. This certification shall be done prior to construction of the foundation or at the completion of final grading, whichever comes first. No building construction is allowed until the certification has been received by the Engineering and Surveying Division and approved by the floodplain manager. Benchmark elevation and location shall be shown on the Improvement Plans and Informational Sheet (s) to the satisfaction of Development Review Committee.</i></p>	
14. Transportation and Circulation			
<p>14-2 Conflict with a program, plan, ordinance or policy addressing study intersections, substantially increase traffic in relation to the existing traffic load and capacity of the study intersections, or exceed an established LOS standard</p>	<p><u>SN/A</u></p>	<p>None feasible.<u>N/A.</u></p>	<p><u>SUN/A</u></p>



**Table 2-1
Summary of Impacts and Mitigation Measures**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
<i>under Existing Plus Project conditions.</i>			
14-3 Conflict with a program, plan, ordinance or policy addressing study roadway segments, substantially increase traffic in relation to the existing traffic load and capacity of the study roadway segments, or exceed an established LOS standard under Existing Plus Project conditions.	LSN/A	None required. N/A.	N/A
14-7 Conflict with a program, plan, ordinance or policy addressing study intersections, substantially increase traffic in relation to the planned future year traffic load and capacity of the study intersections, or exceed an established LOS standard under Cumulative Plus Project conditions.	CCN/A	<p>14-7(a) Prior to issuance of any Building Permits, this project shall be subject to the payment of traffic impact fees that are in effect in this area (Dry Creek), pursuant to applicable Ordinances and Resolutions. The applicant is notified that the following traffic mitigation fee(s) shall be required and shall be paid to Placer County DPWF:</p> <p>A. County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code;</p> <p>B. South Placer Regional Transportation Authority (SPRTA);</p> <p>C. "Bizz Johnson" Highway Interchange Joint Powers Authority; and</p> <p>D. Placer County / City of Roseville JPA (PC/CR).</p>	SUN/A



**Table 2-1
Summary of Impacts and Mitigation Measures**

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		<p>The current total combined estimated fee is \$593,810 (based on \$4,877 per single family residential dwelling unit). An additional amount of \$37,125.60 (based on \$3,093.80 per accessory dwelling unit) would be added to the total fee if the additional 12 secondary units are included with the project. The fees were calculated using the information supplied. If either the use or the number of units changes, then the fees will change. The fees to be paid shall be based on the fee program in effect at the time the application is deemed complete.</p> <p>14-7(b) Prior to Improvement Plan approval, the applicant shall pay their fair share contribution toward the cost of constructing a future one-lane roundabout at the intersection of Brady Lane and Vineyard Road. The applicant shall develop an engineer's cost estimate for said improvement and submit the estimate to the ESD/DPW for review and approval in order to determine the total dollar amount owed. The applicant's fair share has been identified as 6.9 percent.</p> <p>If the Placer County CIP is updated to include the one-lane roundabout improvement at the intersection of Brady Lane and Vineyard Road, then the payment of the Countywide Traffic Mitigation Fee at Building Permit issuance, as required in Mitigation Measure 14-7(a) will satisfy this fair share contribution requirement. N/A</p>	



<p>Table 2-1 Summary of Impacts and Mitigation Measures</p>			
Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
14-8 Conflict with a program, plan, ordinance or policy addressing study roadway segments, substantially increase traffic in relation to the planned future year traffic load and capacity of the study roadway segments, or exceed an established LOS standard under Cumulative Plus Project conditions.	EC <u>N/A</u>	None required. <u>N/A.</u>	N/A
<u>14-9 Increase in Project Vehicle Miles Travelled (VMT).</u>	<u>LS</u>	<u>None required.</u>	<u>N/A</u>



4. Mitigation Monitoring and Reporting Program

4. MITIGATION MONITORING AND REPORTING PROGRAM

4.1 INTRODUCTION

Section 15097 of the California Environmental Quality Act (CEQA) requires all State and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a “mitigated negative declaration” or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring and Reporting Program (MMRP) for the Brady Vineyard Subdivision Project (proposed project). The intent of the MMRP is to ensure implementation of the mitigation measures identified within the Environmental Impact Report (EIR) for the proposed project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMRP shall be funded by the applicant.

4.2 COMPLIANCE CHECKLIST

The MMRP contained herein is intended to satisfy the requirements of CEQA as they relate to the EIR prepared for the proposed project. This MMRP is intended to be used by Placer County staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMRP were developed in the EIR.

The EIR presents a detailed set of mitigation measures that will be implemented throughout the lifetime of the project. Mitigation is defined by CEQA Guidelines, Section 15370, as a measure that:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments.

The intent of the MMRP is to ensure the implementation of adopted mitigation measures. The MMRP will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by Placer County. The table attached to this report identifies the mitigation measures, the monitoring action for each mitigation measure, the responsible party for the monitoring action, and timing of the monitoring action. The applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMRP. The County will be responsible for monitoring compliance.



4.3 MITIGATION MONITORING AND REPORTING PROGRAM

The following table indicates the mitigation measure number, the impact the measure is designed to address, the measure text, the monitoring agency, implementation schedule, and an area for sign-off indicating compliance.



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
Chapter 4 – Aesthetics					
4-2	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	<p>4-2 <i>Prior to Improvement Plan approval, the project applicant shall submit a lighting plan for the project to the Placer County Design Review Committee (DRC) for review and approval, demonstrating that proposed lighting is Dark-Sky compliant as specified by the International Dark-Sky Association. The lighting plan shall include, but not necessarily be limited to, the following provisions:</i></p> <ul style="list-style-type: none"> • <i>Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties;</i> • <i>Place and shield or screen flood and area lighting needed for construction activities and/or security so as not to disturb adjacent residential areas and passing motorists;</i> • <i>For public lighting, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash;</i> • <i>Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage to prevent light and glare from adversely</i> 	Placer County Design Review Committee	Prior to approval of Improvement Plans	



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		affecting motorists on nearby roadways.			
Chapter 5 – Air Quality and Greenhouse Gas Emissions					
5-1	Conflict with or obstruct implementation of the applicable air quality plan during project construction.	5-1(a) <i>Prior to approval of any Improvement Plans, the project applicant shall submit to the Placer County Air Pollution Control District (PCAPCD) a comprehensive equipment inventory (e.g., make, model, year, emission rating) of all off-road diesel-powered equipment over 50 horsepower (including owned, leased, and subcontractor equipment). With submittal of the equipment inventory, the contractor shall provide a written calculation to the PCAPCD for approval demonstrating that the heavy-duty off-road vehicles over 50 horsepower to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project-wide fleet-average of 20 percent of NO_x and 45 percent of DPM reduction as compared to California Air Resources Board (CARB) statewide fleet average emissions. Acceptable options for reducing emissions may include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. If any new equipment is added after submission of the inventory, the contractor shall contact the PCAPCD prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall</i>	PCAPCD	Prior to approval of Improvement Plans	



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>provide the PCAPCD with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman. In addition, all off-road equipment working at the construction site must be maintained in proper working condition according to manufacturer's specifications.</i></p> <p><i>Portable equipment over 50 horsepower must have either a valid District Permit to Operate (PTO) or a valid statewide Portable Equipment Registration Program (PERP) placard and sticker issued by CARB.</i></p> <p><i>Idling shall be limited to five minutes or less for all on-road related and/or delivery trucks in accordance with CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation. Clear Signage regarding idling restrictions should be placed at the entrances to the construction site.</i></p> <p>5-1(b) <i>The project applicant must comply with one of the following options:</i></p> <ol style="list-style-type: none"> <i>If any portion of on-site and off-site construction is to occur simultaneously, prior to approval of any Improvement Plans, the project applicant shall show on the Improvement Plan via notation that the contractor shall ensure that all off-road diesel-powered equipment over 25</i> 	Placer County Community Development Resource Agency	Prior to approval of Improvement Plans	



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p>horsepower to be used in off-site construction activity related to the Vineyard Road and Brady Lane road widening and sewer pipeline improvements (including owned, leased, and subcontractor equipment) shall meet California Air Resources Board (CARB) Tier 4 emissions standards or cleaner. The plans shall be submitted for review and approval to the Placer County Community Development Resource Agency.</p> <p>2. If any portion of on-site and off-site construction is to occur simultaneously, prior to approval of any Improvement Plans, the project applicant shall show on the Improvement Plans via notation that the contractor shall ensure that all off-road diesel-powered equipment over 25 horsepower to be used in on-site construction activity (including owned, leased, and subcontractor equipment) shall meet California Air Resources Board (CARB) Tier 4 emissions standards or cleaner. The plans shall be submitted for review and approval to the Placer County Community Development Resource Agency.</p>			
5-2	Conflict with or obstruct implementation of the applicable air quality plan during project operation.	<p>5-2 Wood-burning fireplaces, woodstoves, or similar wood-burning devices shall be prohibited throughout the proposed project plan area. Homes may be fitted with the applicable regulation-compliant natural gas</p>	Placer County Community Development Resource Agency	Prior to issuance of building permits	



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<i>burning appliances if desired. The prohibition shall be included on any project plans submitted prior to issuance of building permits, subject to review and approval by the Placer County Community Development Resource Agency.</i>			
5-5	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	5-5 <i>Implement Mitigation Measure 5-2.</i>	See Mitigation Measure 5-2	See Mitigation Measure 5-2	
Chapter 6 – Biological Resources					
6-1	Impacts to special-status plant species either directly (e.g., threaten to eliminate a plant community) or through substantial habitat modifications.	6-1 <i>Protocol-level special-status plant surveys were conducted within the Project Area in May and July of 2018, and no special-status plant species were identified. Survey results are valid for three years. If construction does not commence before Spring of 2021, then new focused plant surveys shall be performed according to CDFW and CNPS protocol, as generally described below. If special-status plant species are not found during appropriately timed focused surveys, then further mitigation is not necessary. The results of the new surveys shall be submitted to the</i>	Placer County Community Development Resource Agency	Prior to approval of Improvement Plans	



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>Placer County Community Development Resource Agency.</i></p> <p><i>Prior to Improvement Plan approval for each phase of the project, focused surveys shall be performed by a qualified botanist in order to determine the presence or absence of the following special-status plant species known to potentially occur on-site: big-scale balsamroot, dwarf downingia, Bogg's Lake hedge-hyssop, Ahart's dwarf rush, legenere, pincushion navarretia, slender Orcutt grass, Sacramento Orcutt grass, and Sanford's arrowhead. Furthermore, should additional plants having the potential to occur on-site be given special-status in the future, the qualified botanist shall also determine the presence/absence of such species. The survey(s) shall be conducted on-site as well as in any off-site improvement areas, as applicable for each phase, during the identification periods (bloom periods) for all of the special-status plant species listed above. If the special-status plant species are not found to be present during the focused survey(s), then no further action is required. The results of the focused surveys shall be submitted to the Placer County Community Development Resource Agency.</i></p> <p><i>If any special-status plant species are found, a mitigation plan shall be prepared in consultation with the Placer County Community Development Resource Agency. The plan shall detail the various mitigation</i></p>			



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<i>approaches to ensure no net loss of the special-status plant(s). Mitigation could include, but would not be limited to, avoidance of the plant species, salvage of plant materials where possible, acquisition of credits at an approved mitigation bank, or acquisition and preservation of property that supports the plant species.</i>			
6-4	Have a substantial adverse effect, either directly (e.g., cause a wildlife population to drop below self-sustaining levels, threaten to eliminate an animal community) or through substantial habitat modifications, on burrowing owl.	<p>6-4 <i>A pre-construction survey for burrowing owl shall be conducted between 14 days and 30 days prior to commencement of construction and/or maintenance activities of any phase of the proposed project. The survey area shall include an approximately 500-foot (150-meter) buffer around suitable grassland habitats, where access is permitted. If the results of the survey are negative, a letter report documenting the results of the survey shall be provided to the Placer County Community Development Resource Agency, and additional protective measures are not required.</i></p> <p><i>If active burrows are observed, an impact assessment should be prepared and submitted to CDFW in accordance with the 2012 CDFW Staff Report on Burrowing Owl Mitigation. If project activities could result in impacts to nesting, occupied, and satellite burrows and/or burrowing owl habitat, the project applicant shall delay commencement of construction activities until a qualified biologist determines that the burrowing owls have fledged and the burrow is no longer occupied. If delay of</i></p>	Placer County Community Development Resource Agency	Between 14 and 30 days prior to commencement of construction and/or maintenance activities, a preconstruction survey shall be conducted	



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>construction activities is infeasible, the project applicant shall consult with CDFW and develop a detailed mitigation plan such that the habitat acreage and number of burrows impacted are replaced. The mitigation plan shall be based on the requirements set forth in Appendix A of the 2012 Staff Report.</i></p> <p><i>Construction shall not commence until CDFW has approved the mitigation plan. Mitigation for the permanent loss of burrowing owl foraging habitat (defined as all areas of suitable habitat within 250 feet of an active burrow) shall be accomplished at a 1:1 ratio. The mitigation provided shall be consistent with recommendations in the CDFW Staff Report on Burrowing Owl Mitigation, and may be accomplished within qualifying Swainson's hawk foraging habitat mitigation area if burrowing owls have been documented using the Swainson's hawk foraging habitat mitigation area, or if the Project biologist, the County, and CDFW collectively determine that the area is suitable.</i></p> <p><i>During the non-breeding season (late September through the end of January), the project applicant may choose to have a qualified biologist conduct a survey for burrows or debris that represent suitable nesting habitat for burrowing owls within areas of proposed ground disturbance, exclude any burrowing owls observed, and collapse any burrows or remove the debris in accordance with the</i></p>		Late September through the end of January	



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>methodology outlined in the CDFW Staff Report on Burrowing Owl Mitigation and in coordination with CDFW.</i></p> <p><i>In the event the Placer County Conservation Program is adopted prior to submittal of improvement plans for this project or prior to the project's own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 6-4 may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP mitigation shall apply only to those species and waters that are covered by the PCCP.</i></p>			
6-5	Have a substantial adverse effect, either directly (e.g., cause a wildlife population to drop below self-sustaining levels, threaten to eliminate an animal community) or through substantial habitat modifications, on Swainson's hawk.	<p>6-5(a) <i>Within 14 days prior to the commencement of construction and/or maintenance activities during the nesting season for Swainson's hawk (between February 15 and September 1) a targeted Swainson's hawk nest survey shall be conducted of all accessible areas within 0.25 mile of the proposed construction area. If active Swainson's hawk nests are found within 0.25 mile of a construction site, construction shall cease within 0.25 mile of the nest until a qualified biologist determines that the young have fledged or the determination is made that</i></p>	<p>Placer County Community Development Resource Agency</p> <p>CDFW</p>	Within 14 days prior to the commencement of construction and/or maintenance activities between February 15 and September 1	



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>the nesting attempt has failed. If the applicant desires to work within 0.25 mile of the nest, the applicant shall consult with CDFW and the County to determine if the nest buffer can be reduced. The project applicant, the project biologist, the County, and CDFW shall collectively determine the nest avoidance buffer, and what (if any) nest monitoring is necessary. If an active Swainson's hawk nest is found within the project site prior to construction and is in a tree that is proposed for removal, then the project applicant shall either wait until fledging is complete (with agreed-upon construction buffers in place) or obtain an Incidental Take Permit. The results of the survey shall be submitted to the Placer County Community Development Resource Agency and CDFW.</i></p> <p><i>In the event the Placer County Conservation Program is adopted prior to submittal of improvement plans for this project or prior to the project's own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 6-5(a) may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more</i></p>			



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>biological resource area impacts, then the PCCP mitigation shall apply only to those species and waters that are covered by the PCCP.</i></p> <p>6-5(b) <i>Prior to initiation of ground disturbing activity for the project, a qualified biologist shall conduct a review of Swainson's hawk nest data available in the CNDDDB and contact the CDFW to determine the most up-to-date Swainson's hawk nesting information for the project area. If desired by the project applicant, the biologist may further conduct a survey of the identified nests to determine the presence or absence of Swainson's hawks. The biologist shall provide the County with a summary of findings of Swainson's hawk nesting activity within 10 miles of the Project Area. If the biologist determines that the project site is within 10 miles of an active Swainson's hawk nest (where an active nest is defined as a nest with documented Swainson's hawk uses within the past five years), the applicant shall mitigate for the loss of suitable Swainson's hawk foraging habitat by implementing one of the following measures as applicable:</i></p> <ul style="list-style-type: none"> <i>If an active nest is identified within one mile of the project site: One acre of suitable foraging habitat shall be protected for each acre of suitable foraging habitat developed. Protection shall be via purchase of mitigation</i> 	Placer County Community Development Resource Agency CDFW	Prior to initiation of ground disturbing activity	



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>bank credits or other land protection mechanism acceptable to the County.</i></p> <ul style="list-style-type: none"> <i>If an active nest is identified within five miles (but greater than one mile) of the project site: 0.75 acre of suitable foraging habitat shall be protected for each acre of suitable foraging habitat developed. Protection shall be via purchase of mitigation bank credits or other land protection mechanism acceptable to the County.</i> <i>If an active nest is identified within 10 miles (but greater than five miles) of the project site: 0.5 acre of suitable foraging habitat shall be protected for each acre of suitable foraging habitat developed. Protection shall be via purchase of mitigation bank credits or other land protection mechanism acceptable to the County.</i> <p><i>Results of the nesting survey, as well as proof of purchase of mitigation credits as required per the above mitigation options, shall be provided to the Placer County Community Development Resource Agency for review and approval prior to initiation of ground disturbance for any portion of the project site.</i></p> <p><i>In the event the Placer County Conservation Program is adopted prior to submittal of improvement plans for this project or prior to the project's own State and federal permits being obtained for effects associated with</i></p>			



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<i>listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 6-5(b) may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP mitigation shall apply only to those species and waters that are covered by the PCCP.</i>			
6-6	Have a substantial adverse effect, either directly (e.g., cause a wildlife population to drop below self-sustaining levels, threaten to eliminate an animal community) or through substantial habitat modifications, on other special-status birds or birds protected under the MBTA.	6-6 <i>Prior to initiation of ground-disturbing activities for any phase of project construction, if construction is expected to occur during the raptor nesting season (February 15 to September 1), a qualified biologist shall conduct a preconstruction survey prior to vegetation removal. The pre-construction survey shall be conducted within 3 days prior to commencement of ground-disturbing activities. The survey shall be conducted within all areas of proposed disturbance and all accessible areas within 250 feet of proposed disturbance. If the pre-construction survey does not show evidence of active nests, a letter report documenting the results of the survey shall be provided to the Placer County Community Development Resource Agency, and additional measures are not required. If construction does not commence within 3 days of the pre-construction survey, or halts for</i>	Placer County Community Development Resource Agency CDFW	Prior to initiation of ground disturbing activities between February 15 and September 1, a preconstruction survey shall be conducted within three days prior to commencement of ground disturbance	



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>more than 14 days, an additional pre-construction survey shall be required.</i></p> <p><i>If any active nests are located within the Project Area, an appropriate buffer zone shall be established around the nests, as determined by the project biologist. The biologist shall mark the buffer zone with construction tape or pin flags and maintain the buffer zone until the end of breeding season or the young have successfully fledged. Buffer zones are typically 100 feet for migratory bird nests and 500 feet for raptor nests and/or tricolored blackbird nesting colonies. If active nests are found within the project footprint, a qualified biologist shall monitor nests weekly during construction to evaluate potential nesting disturbance by construction activities. Guidance from CDFW shall be required if establishing the typical buffer zone is impractical. If construction activities cause the nesting bird(s) to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the exclusionary buffer shall be increased, as determined by the qualified biologist, such that activities are far enough from the nest to stop the agitated behavior. The exclusionary buffer shall remain in place until the young have fledged or as otherwise determined by a qualified biologist.</i></p> <p><i>In the event the Placer County Conservation Program is adopted prior to submittal of</i></p>			



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>improvement plans for this project or prior to the project's own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 6-6 may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP mitigation shall apply only to those species and waters that are covered by the PCCP.</i></p>			
6-7	Have a substantial adverse effect, either directly or through substantial habitat modifications, on special-status bat species.	<p><i>6-7 Pre-construction roosting bat surveys shall be conducted by a qualified biologist within 14 days prior to any tree removal occurring during the bat breeding season (April through October) and/or on days with temperatures in excess of 50 degrees Fahrenheit from January through March. Methods may include evening emergence surveys, acoustic surveys, inspecting potential roosting habitat with a fiberoptic camera, or a combination thereof. If pre-construction surveys indicate that roosts of special-status bats are not present, or that roosts are inactive or potential habitat is unoccupied, further mitigation is not required. The results of the bat surveys shall be submitted to the Placer County Community Development Resource Agency and CDFW.</i></p>	<p>Placer County Community Development Resource Agency</p> <p>CDFW</p>	Within 14 days prior to any tree removal between April and October, a preconstruction roosting bat survey shall be conducted	



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>If roosting bats are found, exclusion shall be conducted as recommended by the qualified biologist in coordination with CDFW. If cavity roosting bats are found within any of the trees planned for removal, or if presence is assumed, trees should be removed outside of pup season only on days with temperatures in excess of 50 degrees Fahrenheit. Pup season is generally during the months of May through August. Two-step tree removal shall be utilized under the supervision of the qualified biologist. Two-step tree removal involves removal of all branches of the tree that do not provide roosting habitat on the first day, and then the next day cutting down the remaining portion of the tree. A letter report summarizing the survey results should be submitted to the Placer County Community Development Resource Agency within 30 days following the final monitoring event.</i></p>			
6-8	Have a substantial adverse effect on riparian habitat or other sensitive natural community, or State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	<p>6-8(a) <i>Prior to initiation of ground-disturbing activities, high visibility and silt fencing shall be established at the edge of the construction/maintenance footprint, to the satisfaction of the Placer County Community Development Resource Agency, if work is anticipated to occur within 50 feet of potentially jurisdictional features and riparian areas that are proposed for avoidance. A biological monitor shall be present during the fence installation and during any initial grading or vegetation clearing activities within 50 feet of potentially jurisdictional features and riparian areas which are proposed for avoidance.</i></p>	Placer County Community Development Resource Agency	Prior to initiation of ground disturbing activities	



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		<p>6-8(b) <i>To the extent feasible, the project shall be designed to avoid and minimize adverse effects to waters of the U.S. or jurisdictional waters of the State of California within the project area. Prior to Improvement Plan approval for the project, a Section 404 permit for fill of jurisdictional wetlands shall be acquired, and mitigation for impacts to jurisdictional waters that cannot be avoided shall conform with the USACE “no-net-loss” policy. Mitigation for impacts to both federal and State jurisdictional waters shall be addressed using these guidelines.</i></p> <p><i>The applicant must also obtain a water quality certification from the RWQCB under Section 401 of the Clean Water Act (CWA). Written verification of the Section 404 permit and the Section 401 water quality certification shall be submitted to the Placer County Community Development Resource Agency.</i></p> <p><i>In the event the Placer County Conservation Program is adopted prior to submittal of improvement plans for this project or prior to the project’s own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 6-8(b) may be replaced with the PCCP’s mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization</i></p>	<p>Placer County Community Development Resource Agency</p> <p>USACE</p> <p>RWQCB</p>	Prior to approval of Improvement Plans	



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Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>measures as set forth in the PCCP implementation document. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP mitigation shall apply only to those species and waters that are covered by the PCCP.</i></p> <p><i>Alternatively, if the project proceeds before adoption of the PCCP or if the PCCP is not approved, the applicant may choose to utilize the Western Placer County Voluntary Interim In Lieu Fee Program (VILF) to satisfy USACE and RWQCB mitigation requirements for the project's impacts to aquatic resources. The applicant shall be required to enter into both a Western Placer County In Lieu Fee Program Credit Transfer Agreement and an Interim Fee Credit Agreement with the County. If the VILF is chosen, then Mitigation Measure 6-8(b) may be replaced with the payment of the interim fee.</i></p> <p>6-8(c) <i>Prior to Improvement Plan approval, the applicant shall apply for a Section 1600 Lake or Streambed Alteration Agreement from CDFW. The information provided shall include a description of all of the activities associated with the proposed project, not just those closely associated with the drainages and/or riparian vegetation. Impacts shall be outlined in the application and are expected to be in substantial conformance with the impacts to biological resources outlined in this EIR (see</i></p>	<p>Placer County Community Development Resource Agency</p> <p>CDFW</p>	<p>Prior to approval of Improvement Plans</p>	



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		<p>Table 6-3, Table 6-4, and Figure 6-8). Impacts for each activity shall be broken down by temporary and permanent, and a description of the proposed mitigation for biological resource impacts shall be outlined per activity and then by temporary and permanent. Information regarding project-specific drainage and hydrology changes resulting from project implementation shall be provided as well as a description of storm water treatment methods. Minimization and avoidance measures shall be proposed as appropriate and may include: preconstruction species surveys and reporting, protective fencing around avoided biological resources, worker environmental awareness training, seeding disturbed areas adjacent to open space areas with native seed, and installation of project-specific storm water BMPs. Mitigation may include restoration or enhancement of resources on- or off-site, purchase habitat credits from an agency-approved mitigation/conservation bank, off-site, working with a local land trust to preserve land, or any other method acceptable to CDFW. Written verification of the Section 1600 Lake or Streambed Alteration Agreement shall be submitted to the Placer County Community Development Resource Agency.</p> <p>In the event the Placer County Conservation Program is adopted prior to submittal of Improvement Plans for this project or prior to the project's own State and federal permits being obtained for effects associated with</p>			



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		<p><i>listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 6-8(c) may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP mitigation shall apply only to those species and waters that are covered by the PCCP.</i></p>			
6-10	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, or have a substantial adverse effect on the environment by converting oak woodlands.	<p>6-10(a) <i>Prior to any removal of significant trees (equal to, or greater than, six inches DBH or 10 inches DBH aggregate for multi-trunked trees), the project applicant shall obtain a tree removal permit from Placer County. In conjunction with submittal of a tree removal permit application, the applicant shall submit a site plan showing all protected trees proposed for removal. In accordance with Chapter 12.16.080 of the Placer County Code, the applicant shall comply with any conditions required by the Planning Services Division, which shall include payment of in-lieu fees. In-lieu fees shall be paid into the Placer County Tree Preservation Fund at \$100 per DBH removed or impacted.</i></p> <p><i>In the event the Placer County Conservation Program is adopted prior to submittal of improvement plans for this project, then Mitigation Measure 6-10(a) may be replaced</i></p>	Placer County Planning Services Division	Prior to removal of significant trees	



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		<p><i>with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP mitigation shall apply only to those species and waters that are covered by the PCCP.</i></p> <p>6-10(b) <i>The Improvement Plans shall include a note and show placement of Temporary Construction Fencing. The applicant shall install a four foot tall, brightly colored (usually yellow or orange), synthetic mesh material fence (or an equivalent approved by the Development Review Committee) at the following locations prior to any construction equipment being moved on-site or any construction activities taking place:</i></p> <ul style="list-style-type: none"> <i>A. Adjacent to any and all open space preserve areas that are within 50 feet of any proposed construction activity;</i> <i>B. At the limits of construction, outside the critical root zone of all trees six (6) inches DBH (diameter at breast height), or 10 inches DBH aggregate for multi-trunk trees, within 50 feet of any grading, road improvements, underground utilities, or other development activity, or as otherwise</i> 	Development Review Committee	Prior to approval of Improvement Plans	



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		<i>shown on the Tentative Subdivision Map; or,</i> C. Around any and all "special protection" areas such as open space parcels and wetland features.			
6-11	Cumulative loss of habitat for special-status species.	6-11 Implement Mitigation Measures 6-1, 6-4, 6-5(a) and 6-5(b), 6-6, 6-7, 6-8(a) through 6-8(c), and 6-10(a) and (b).	See Mitigation Measures 6-1, 6-4, 6-5(a) and 6-5(b), 6-6, 6-7, 6-8(a) through 6-8(c), and 6-10(a) and (b)	See Mitigation Measures 6-1, 6-4, 6-5(a) and 6-5(b), 6-6, 6-7, 6-8(a) through 6-8(c), and 6-10(a) and (b)	
Chapter 7 – Cultural Resources					
7-2	Cause a substantial adverse change in the significance of a unique archeological resource pursuant to CEQA Guidelines, Section 15064.5.	7-2 If potential archaeological resources, other cultural resources, articulated, or disarticulated human remains are discovered during construction activities, all work shall cease within 100 feet of the find (based on the apparent distribution of cultural resources). Examples of potential cultural materials include midden soil, artifacts, chipped stone, exotic (non-native) rock, or unusual amounts of baked clay, shell, or bone. A qualified cultural resources specialist and Native American Representative from the traditionally and culturally affiliated Native American Tribe(s) will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. Culturally appropriate treatment that preserves or restores the cultural character and integrity	Placer County Community Development Resource Agency	Noted on Improvement Plans prior to approval, and implemented during ground-disturbing activities	



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		<p><i>of a Tribal Cultural Resource may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, construction monitoring of further construction activities by Tribal representatives of the traditionally and culturally affiliated Native American Tribe, and/or returning objects to a location within the project area where they will not be subject to future impacts.</i></p> <p><i>If articulated or disarticulated human remains are discovered during construction activities, the County Coroner and Native American Heritage Commission shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendant(s) who will work with the project proponent to define appropriate treatment and disposition of the burials.</i></p> <p><i>Following a review of the find and consultation with appropriate experts, the authority to proceed may be accompanied by the addition of development requirements which provide for protection of the site and/or additional measures necessary to address the unique or sensitive nature of the site. The treatment recommendations made by the cultural resource specialist and the Native American Representative will be documented in the project record. Any recommendations made by</i></p>	Placer County Coroner and NAHC, if human remains are found	Noted on Improvement Plans prior to approval, and implemented during ground disturbing activities	



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		<i>these experts that are not implemented, must be documented and explained in the project record. Work in the area(s) of the cultural resource discovery may only proceed after authorization is granted by the Placer County Community Development Resource Agency following coordination with cultural resources experts and tribal representatives as appropriate.</i>			
7-3	Disturb any human remains, including those interred outside of dedicated cemeteries.	<p>7-3 <i>If articulated or disarticulated human remains are encountered on the proposed project site during construction activities, all work within 100 feet of the find must cease, and any necessary steps to ensure the integrity of the immediate area must be taken. The Placer County Coroner shall be immediately notified. If the Coroner determines the remains are of Native American origin, the Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall determine and notify a Most Likely Descendant (MLD). Further actions shall be determined, in part, by the desires of the MLD. The MLD shall be afforded 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the</i></p>	Placer County Coroner and NAHC, if human remains are found	If articulated or disarticulated human remains are encountered during construction activities	



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		<i>descendant may request mediation by the NAHC.</i>			
7-4	Have the potential to cause a physical change which would affect unique cultural values, restrict existing religious or sacred uses within the potential impact area, or cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code, Section 21074.	<p>7-4(a) <i>Implement Mitigation Measures 7-2 and 7-3.</i></p> <p>7-4(b) <i>Prior to initiation of ground-disturbing activities, a consultant and construction worker cultural resources awareness brochure and training program for all personnel involved in project implementation shall be developed in coordination with interested Native American Tribes. The brochure shall be distributed and the training shall be conducted in coordination with qualified cultural resources specialists and Native American Representatives from culturally affiliated Native American Tribes prior to ground-disturbing or construction activities on the project site. The program shall include relevant information regarding sensitive tribal cultural laws and regulations. The worker cultural resources awareness program shall describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and shall outline what to do and whom to contact if any potential archeological resources or artifacts are encountered. The program shall also underscore the requirement for confidentiality and culturally-appropriate treatment of any find of significance to Native American and for behavior consistent with Native American Tribal values. A copy of the cultural resources awareness brochure and</i></p>	<p>See Mitigation Measures 7-2 and 7-3</p> <p>Placer County Community Development Resource Agency</p>	<p>See Mitigation Measures 7-2 and 7-3</p> <p>Prior to initiation of ground-disturbing activities</p>	



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		<p>written verification of completion of the training program shall be submitted to the Placer County Community Development Resource Agency.</p> <p>7-4(c) The UAIC shall be notified by the applicant at least seven days prior to the start of ground-disturbing activities in the event that the UAIC would like to provide a Tribal representative to inspect the project site area within the first five days of ground-breaking activity. The representative shall provide information to on-site construction personnel regarding tribal cultural resources. Proof of notification shall be submitted to the Placer County Community Development Resource Agency.</p>	Placer County Community Development Resource Agency	At least seven days prior to the start of ground-disturbing activities	
Chapter 8 – Geology and Soils					
8-2	Result in substantial soil erosion or the loss of topsoil	<p>8-2(a) The Improvement Plans shall show water quality treatment facilities/Best Management Practices (BMPs) designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development/ Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Division (ESD).</p> <p>Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins,</p>	Placer County Engineering and Surveying Division	Prior to approval of Improvement Plans	



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		<p><i>filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the ESD. BMPs shall be designed in accordance with the West Placer Storm Water Quality Design Manual for sizing of permanent post-construction Best Management Practices for stormwater quality protection. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.</i></p> <p><i>All permanent BMPs shall be maintained as required to ensure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Proof of on-going maintenance, such as contractual evidence, shall be provided to ESD upon request. The project owners/permittees shall provide maintenance of these facilities and annually report a certification of completed maintenance to the County DPW Stormwater Coordinator, unless, and until, a County Service Area is created and said facilities are accepted by the County for maintenance. Prior to Improvement Plan approval or Final Subdivision Map recordation, easements shall be created and offered for dedication to the County for maintenance and access to these facilities in anticipation of possible County maintenance.</i></p>	Placer County		



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		<p>8-2(b) Prior to construction commencing, the applicant shall provide evidence to the ESD of a WDID number generated from the State Regional Water Quality Control Board's Stormwater Multiple Application & Reports Tracking System (SMARTS). This serves as the Regional Water Quality Control Board approval or permit under the National Pollutant Discharge Elimination System (NPDES) construction stormwater quality permit.</p> <p>8-2(c) The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the ESD for review and approval of each project phase. The plans shall show all physical improvements as required by the conditions for the project as well as pertinent topographical features both on and off site. All existing and proposed utilities and easements, on site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Improvement Plans. The applicant shall pay plan check and inspection fees and, if applicable, Placer County Fire Department improvement plan review and inspection fees, with the 1st Improvement Plan submittal. (NOTE: Prior to plan approval, all</p>	<p>Engineering and Surveying Division</p> <p>Placer County Engineering and Surveying Division</p>	<p>Prior to construction commencing</p> <p>Prior to approval of Improvement Plans</p>	



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		<p><i>applicable recording and reproduction costs shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or Development Review Committee (DRC) review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the applicant's expense and shall be submitted to the ESD in both hard copy and electronic versions in a format to be approved by the ESD prior to acceptance by the County of site improvements.</i></p> <p><i>Conceptual landscape plans submitted prior to project approval may require modification during the Improvement Plan process to resolve issues of drainage and traffic safety.</i></p> <p><i>Any Building Permits associated with this project shall not be issued until, at a minimum, the Improvement Plans are approved by the ESD.</i></p> <p>8-2(d) The Improvement Plans shall show all proposed grading, drainage improvements, vegetation and tree removal and all work shall conform to provisions of the County Grading</p>	Placer County Community Development Review Committee	Prior to approval of Improvement Plans	



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		<p><i>Ordinance (Ref. Article 15.48, Placer County Code) and Stormwater Quality Ordinance (Ref. Article 8.28, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the ESD concurs with said recommendation.</i></p> <p><i>The applicant shall revegetate all disturbed areas. Revegetation, undertaken from April 1 to October 1, shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. It is the applicant's responsibility to ensure proper installation and maintenance of erosion control/winterization before, during, and after project construction. Soil stockpiling or borrow areas, shall have proper erosion control measures applied for the duration of the construction as specified in the Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the ESD.</i></p> <p><i>The applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate for winterization and permanent erosion control</i></p>	Placer County Engineering and Surveying Division		



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		<p><i>work prior to Improvement Plan approval to guarantee protection against erosion and improper grading practices. One year after the County's acceptance of improvements as complete, if there are no erosion or runoff issues to be corrected, unused portions of said deposit shall be refunded to the project applicant or authorized agent.</i></p> <p><i>If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the DRC/ESD for a determination of substantial conformance to the project approvals prior to any further work proceeding. Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body.</i></p>	Placer County Community Development Review Committee Placer County Engineering and Surveying Division	At any time during construction	
8-3	Be located on a geological 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, or be located	<p>8-3 <i>The Improvement Plan submittal shall include a final geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer for Engineering and Surveying Division (ESD) review and approval. The report shall address and make recommendations on the following:</i></p> <p><i>A. Road, pavement, and parking area design;</i></p>	Placer County Engineering and Surveying Division	In conjunction with submittal of Improvement Plans	



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	on expansive soil, as defined in Table 18-1B of the Uniform Building Code.	<p> <i>B. Structural foundations, including retaining wall design (if applicable);</i> <i>C. Grading practices;</i> <i>D. Erosion/winterization;</i> <i>E. Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, potential for smectite clays etc.); and</i> <i>F. Slope stability.</i> </p> <p> <i>Once approved by the ESD, two copies of the final report shall be provided to the ESD and one copy to the Building Services Division for its use. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.</i> </p> <p> <i>If the geotechnical engineering report indicates the presence of critically expansive or other soil problems that, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report shall be required for subdivisions, prior to issuance of Building Permits. This certification may be completed on a lot- by-lot basis or on a Tract basis. This shall be so noted on the Improvement Plans, in the Development Notebook (if required), in the Conditions, Covenants and Restrictions (CC&Rs), and on the Informational Sheet filed with the Final Subdivision Map(s).</i> </p>			



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8-4	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	8-4 <i>Should paleontological resources be discovered during ground disturbing activities, work shall be halted in the area within 50 feet of the find. The applicant shall notify the Placer County Community Development Resources Agency and retain a qualified paleontologist to inspect the discovery. If deemed significant under criteria established by the Society for Vertebrate Paleontology with respect to authenticity, completeness, preservation, and identification, the resource(s) shall then be salvaged and deposited in an accredited and permanent scientific institution (e.g., University of California Museum of Paleontology [UCMP] or Sierra College), where the discovery would be properly curated and preserved for the benefit of current and future generations. The language of this mitigation measure shall be included on any future grading plans, utility plans, and improvement plans approved by the Placer County Engineering and Surveying Division for the proposed project, where excavation work would be required. Construction may continue in areas outside of the buffer zone.</i>	Placer County Community Development Resource Agency	During ground disturbing activities, if paleontological resources are discovered. The language of this mitigation measure shall be included on any future grading plans, utility plans, and improvement plans.	
8-5	Result in significant disruptions, displacements, compaction or overcrowding of the soil, or substantial change in topography or ground surface relief features.	8-5 <i>Implement Mitigation Measures 8-2(c), 8-2(d), and 8-3.</i>	See Mitigation Measures 8-2(c), 8-2(d), and 8-3	See Mitigation Measures 8-2(c), 8-2(d), and 8-3	



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Chapter 10 – Hydrology and Water Quality					
10-1	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality during construction.	10-1 <i>Implement Mitigation Measures 8-2(a) through 8-2(d).</i>	See Mitigation Measures 8-2(a) through 8-2(d)	See Mitigation Measures 8-2(a) through 8-2(d)	
10-2	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality during operations.	10-2(a) <i>Implement Mitigation Measures 8-2(a), 8-2(c), and 8-2(d).</i>	See Mitigation Measures 8-2(a), 8-2(c), and 8-2(d)	See Mitigation Measures 8-2(a), 8-2(c), and 8-2(d)	
		10-2(b) <i>The Improvement Plans shall include the message details, placement, and locations showing that all storm drain inlets and bio-retention planters within the project area shall be permanently marked/embossed with prohibitive language such as “No Dumping! Flows to Creek.” or other language and/or graphical icons to discourage illegal dumping as approved by the Engineering and Surveying Division (ESD). ESD-approved signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, shall be posted at public access points along channels and creeks within the project area. The Property Owners’ association is responsible for maintaining the legibility of stamped messages and signs.</i>	Placer County Engineering and Surveying Division	Prior to approval of Improvement Plans	
		10-2(c) <i>This project is located within the permit area covered by Placer County’s Small Municipal</i>	Placer County Engineering	Prior to approval of Improvement Plans	



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		<p><i>Separate Storm Sewer System (MS4) Permit (State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES)). Project-related storm water discharges are subject to all applicable requirements of said permit.</i></p> <p><i>The project shall implement permanent and operational source control measures as applicable. Source control measures shall be designed for pollutant generating activities or sources consistent with recommendations from the California Stormwater Quality Association (CASQA) Stormwater BMP Handbook for New Development and Redevelopment, or equivalent manual, and shall be shown on the Improvement Plans.</i></p> <p><i>The project is also required to implement Low Impact Development (LID) standards designed to reduce runoff, treat storm water, and provide baseline hydromodification management as outlined in the West Placer Storm Water Quality Design Manual.</i></p>	and Surveying Division		
		<p>10-2(d) <i>Per the State of California NPDES Phase II MS4 Permit, this project is a Regulated Project that creates and/or replaces 5,000 square feet or more of impervious surface. A final Stormwater Quality Plan (SWQP) shall be submitted, either within the final Drainage Report or as a separate document that identifies how this project will meet the Phase II MS4 permit obligations. Site design</i></p>	Placer County Engineering and Surveying Division	Prior to approval of Improvement Plans	



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Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<i>measures, source control measures, and Low Impact Development (LID) standards, as necessary, shall be incorporated into the design and shown on the Improvement Plans. In addition, per the Phase II MS4 permit, projects creating and/or replacing one acre or more of impervious surface are also required to demonstrate hydromodification management of stormwater such that post-project runoff is maintained to equal or below pre-project flow rates for the 2 year, 24-hour storm event, generally by way of infiltration, rooftop and impervious area disconnection, bio-retention, and other LID measures that result in post-project flows that mimic pre-project conditions.</i>			
10-4	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; or create or contribute runoff water which would exceed the capacity of existing or planned stormwater	10-4(a) <i>As part of the Improvement Plan submittal process, the preliminary Drainage Report provided during environmental review shall be submitted in final format. The final Drainage Report may require more detail than that provided in the preliminary report, and will be reviewed in concert with the Improvement Plans to confirm conformity between the two. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the proposed improvements, all appropriate calculations, watershed maps, changes in flows and patterns, and proposed on- and off-site improvements to accommodate flows from this project. The report shall identify water quality protection features and methods to be used</i>	Placer County Engineering and Surveying Division	Prior to approval of Improvement Plans	



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
	drainage systems or provide substantial additional sources of polluted runoff either during construction or in the post-construction condition.	<p>during construction, as well as long-term post-construction water quality measures. The final Drainage Report shall be prepared in conformance with the requirements of Section 5 of the Land Development Manual and the Placer County Storm Water Management Manual that are in effect at the time of Improvement Plan submittal.</p> <p>10-4(b) This project is subject to the one-time payment of drainage improvement and flood control fees pursuant to the "Dry Creek Watershed Interim Drainage Improvement Ordinance" (Ref. Article 15.32, Placer County Code). The current estimated development fee is \$26,656 (\$224 per single family residential unit), payable to the Engineering and Surveying Division prior to Building Permit issuance. The fees to be paid shall be based on the fee program in effect at the time that the application is deemed complete.</p> <p>10-4(c) This project is subject to payment of annual drainage improvement and flood control fees pursuant to the "Dry Creek Watershed Interim Drainage Improvement Ordinance" (Ref. Chapter 15, Article 15.32, Placer County Code). Prior to Building Permit issuance, the applicant shall cause the subject property to become a participant in the existing Dry Creek Watershed County Service Area for purposes of collecting such annual assessments. The current estimated annual fee is \$4,165 (\$35 per single family residential unit).</p>	<p>Placer County Engineering and Surveying Division</p> <p>Placer County Engineering and Surveying Division</p>	<p>Prior to issuance of Building Permits</p> <p>Prior to issuance of Building Permits</p>	



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p>10-4(d) <i>On the Improvement Plans and Informational Sheet(s) filed with the Final Subdivision Map(s), show the limits of the future, unmitigated, fully developed, 100-year flood plain (after grading) for the Dry Creek Vineyard Road tributary (western drainageway) and the FEMA floodplain and designate same as a building setback line unless greater setbacks are required by other conditions contained herein.</i></p> <p>10-4(e) <i>On the Improvement Plans and Informational Sheet(s) filed with the Final Subdivision Map(s), show that finished house pad elevations for all lots along the floodplain shall be a minimum of two feet above the 100-year flood plain line (or finished floor -three feet above the 100-year floodplain line). The final pad elevation shall be certified by a California registered civil engineer or licensed land surveyor and submitted to the Engineering and Surveying Division. This certification shall be done prior to construction of the foundation or at the completion of final grading, whichever comes first. No building construction is allowed until the certification has been received by the Engineering and Surveying Division and approved by the floodplain manager. Benchmark elevation and location shall be shown on the Improvement Plans and Informational Sheet (s) to the satisfaction of Development Review Committee.</i></p>	<p>Placer County Engineering and Surveying Division</p> <p>Placer County Engineering and Surveying Division</p>	<p>Prior to approval of Improvement Plans and Final Subdivision Map</p> <p>Prior to approval of Improvement Plans and Final Subdivision Map</p>	



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
10-5	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows or expose people or structures to risk of loss, injury or death involving flooding through the placement of housing in a flood hazard area.	<p>10-5 Prior to Improvement Plan approval, the applicant shall obtain from the Federal Emergency Management Agency (FEMA), a Conditional Letter of Map Revision (CLOMR) or Conditional Letter of Map Revision based on Fill (CLOMR-F) for fill within a Special Flood Hazard Area, if required. A copy of the letter shall be provided to the Engineering and Surveying Division. A Letter of Map Revision (LOMR), or a Letter of Map Revision based on Fill (LOMR-F) from FEMA shall be provided to the Engineering and Surveying Division prior to acceptance of project improvements as complete.</p>	Placer County Engineering and Surveying Division	Prior to approval of Improvement Plans	
Chapter 12 - Noise					
12-1	Generation of a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	<p>12-1 The following criteria shall be included in the Improvement Plans. Exceptions to allow expanded construction activities shall be reviewed on a case-by-case basis as determined by the Community Development Resource Agency Director.</p> <ul style="list-style-type: none"> Noise-generating construction activities (e.g. construction, alteration or repair activities), including truck traffic coming to and from the project site for any purpose, shall be limited to the hours outlined in Placer County Board of Supervisors Minute Order 90-08; specifically, a) Monday through 	Community Development Resource Agency Director	Prior to approval of Improvement Plans	



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>Friday, 6:00 AM to 8:00 PM (during daylight savings); b) Monday through Friday, 7:00 AM to 8:00 PM (during standard time); and c) Saturdays, 8:00 AM to 6:00 PM.</i></p> <ul style="list-style-type: none"> <i>Off-site construction activities occurring within the City of Roseville shall be limited to the following time periods: a) Monday through Friday, 7:00 AM to 7:00 PM; and b) weekends/State and federal holidays, 8:00 AM to 8:00 PM.</i> <i>Project construction activities should be limited to daytime hours unless conditions warrant that certain construction activities occur during evening or early morning hours (i.e., extreme heat).</i> <i>All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specifications. Mobile or fixed "package" equipment (e.g., arc welders, air compressors) shall be equipped with shrouds and noise-control features that are readily available for that type of equipment.</i> <i>All mobile or fixed noise-producing equipment used on the project site that</i> 			



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p>are regulated for noise output by a federal, State, or local agency shall comply with such regulations while in the course of project activity.</p> <ul style="list-style-type: none"> Electrically powered equipment shall be used instead of pneumatic or internal combustion-powered equipment, where feasible. Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors. Construction site and access road speed limits shall be established and enforced during the construction period. The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. Project-related public address or music systems shall not be audible at any adjacent receptor. As a means of avoiding the potential for annoyance, haul trucks shall be restricted along the local roadways to the same hours as construction activities are allowed unless a request is made for the County to allow greater flexibility in order to minimize potential AM peak hour traffic conflicts. 			



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
Chapter 14 – Transportation and Circulation					
14-1	Conflict with a program, plan, ordinance, or policy addressing the circulation system, substantially increase traffic in relation to the existing traffic load and capacity of the roadway system, or exceed an established LOS standard during construction activities	<p>14-1 <i>The Improvement Plans shall include a striping and signing plan and shall include all on- and off-site traffic control devices. Prior to the commencement of construction, a construction signing and traffic control plan shall be provided to the Engineering and Surveying Division for review and approval. The construction signing and traffic control plan shall include (but not be limited to) items such as:</i></p> <ul style="list-style-type: none"> <i>Guidance on the number and size of trucks per day entering and leaving the project site;</i> <i>Identification of arrival/departure times that would minimize traffic impacts;</i> <i>Approved truck circulation patterns;</i> <i>Locations of staging areas;</i> <i>Locations of employee parking and methods to encourage carpooling and use of alternative transportation;</i> <i>Methods for partial/complete street closures (e.g., timing, signage, location and duration restrictions);</i> <i>Criteria for use of flaggers and other traffic controls;</i> <i>Preservation of safe and convenient passage for bicyclists and pedestrians through/around construction areas;</i> <i>Monitoring for roadbed damage and timing for completing repairs;</i> 	Placer County Engineering and Surveying Division	Prior to approval of Improvement Plans	



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<ul style="list-style-type: none"> • Limitations on construction activity during peak/holiday weekends and special events; • Preservation of emergency vehicle access; • Coordination of construction activities with construction of other projects that occur concurrently in the DCWPCP to minimize potential additive construction traffic disruptions, avoid duplicative efforts (e.g., multiple occurrences if similar signage), and maximize effectiveness of traffic mitigation measures (e.g., joint employee alternative transportation programs); • Removing traffic obstructions during emergency evacuation events; and • Providing a point of contact for DCWPCP residents and guests to obtain construction information, have questions answered, and convey complaints. <p>The construction signing and traffic control plan shall be developed such that the following minimum set of performance standards is achieved throughout project construction. It is anticipated that additional performance standards would be developed once details of project construction are better known.</p>			



MITIGATION MONITORING AND REPORTING PROGRAM Brady Vineyard Subdivision Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<ul style="list-style-type: none">• All construction employees shall park in designated lots owned by the project applicant or on private lots otherwise arranged for by the project applicant.• Roadways shall be maintained clear of debris (e.g., rocks) that could otherwise impede travel and impact public safety.			



Appendix A

January 22, 2020

Mr. Nick Pappani
Raney Planning & Management
1501 Sports Drive
Sacramento, CA 95834

**RE: TRAFFIC IMPACT ANALYSIS FOR BRADY VINEYARD SUBDIVISION:
ASSESSMENT OF ALTERNATIVE SCHOOL BOUNDARIES**

Dear Mr. Pappani:

This letter supplements our October 16, 2019 analysis of the traffic impacts associated with developing the **Brady Vineyard Subdivision** project to address the relative impacts of a project under the assumption that the site will move out of the Creekview Ranch MS attendance area and into the area served by Heritage Oaks ES and Silverado MS. With the change the Dry Creek Unified School District will not offer bussing. As a worst case this assessment also assumes that under either attendance area the project will add up to 12 Accessory Dwelling Units to the project to comply with Placer County's affordable housing requirements. Under this assumption the project would involve 119 single family residential lots and 12 Accessory Dwelling Units, and we have assumed this density with and without the school boundary change.

Trip Generation

Trip generation associated with the Accessory Dwelling Units was determined by applying applicable trip generation rates published in the *Trip Generation Manual* (Institute of Transportation Engineers, 10th Edition, 2018). Based on direction of Placer County staff and in conformance with the County's Traffic Impact Fee program's land use categories, multi-family residential is the applicable category for these units. Applicable rates are found in category 220 (Multiple Family Residential – Low Rise), as noted in Table 1. Application of these trip generation rates to the 12 units yields a total of 88 daily trips with 6 trips expected in the a.m. peak hour and 7 trips generated during the p.m. peak hour.

TABLE 1 TRIP GENERATION RATES / FORECASTS								
Land Use	Unit / Quantity	Trip Generation						
		Daily	AM Peak Hour			PM Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total
Single Family Residential	Dwelling unit	9.44	25%	75%	0.74	63%	37%	0.99
Brady Vineyard Single Family	119 du's	1,123	22	66	88	74	64	118
Multiple Family Residential	Dwelling unit	7.32	23%	77%	0.46	63%	37%	0.56
Brady Vineyard Accessory Dwelling Units	12 units	88	1	5	6	4	3	7
Brady Vineyard Total		1,211	23	71	94	78	67	125

Trip Distribution and Assignment

Distribution. The distribution of trips to and from the site is based on the assumptions made in the original traffic study. However, in the morning peak hour parents will now be oriented north to schools beyond Baseline Road. The distribution of trips on a peak hour basis will be unchanged.

The share of project trips that may first visit area schools was determined based on the original factors. The DCUSD estimated a yield of 0.71 Creekview Ranch School students per residence. Thus the 131 residences yield 93 students. At a typical automobile occupancy rate for school traffic previously assumed (i.e., 1.5 students per vehicle), 62 vehicles would be destined for Heritage Oak ES and Silverado MS in the morning. It is important to note, however, that peak hour school traffic is affected by school bell schedules. In this case, Silverado MS' start time of 7:55 a.m. falls within the AM peak hour but Heritage Oaks ES begins later (8:45 a.m.), thus, only about 1/3 of the K-8 traffic will be in the peak hour.

Trip Assignment. Figure 1 (attached) compares the resulting "project only" trip assignment under a.m. peak hour conditions with the original Creekside Ranch MS attendance area assumptions and with the results for the new attendance area and no bussing.

Existing Plus Project Conditions

As indicated from review of Figure 1 the new trip a.m. peak hour distribution pattern will greatly reduce project trips on Vineyard Road and on Cook Riolo Road in the morning. Alternatively, more traffic will use Baseline Road.

Intersection Levels of Service. Table 2 (attached) presents the Levels of Service under Existing plus Project conditions with and without the change in school attendance area. As indicated the Levels of Service resulting from the project with the new distribution are the same as those identified for the original assumptions. The length of delays at some intersections will change slightly. Conditions at the Baseline Road / Brady Lane intersection were a significant impact under the original assumptions in the DEIR, as projected LOS D exceeds the City of Roseville's minimum LOS C Standard. At this location the length of delays will increase with the attendance area changes, but the Level of Service remains LOS D. Thus, the impacts of this alternative will be the same as those identified previously, and no additional mitigation is required.

Roadway Segment Levels of Service. Table 3 (attached) compares roadway segment traffic volumes and Levels of Service with and without the school boundary change. As indicated, while the volume on Vineyard Road and Cook Riolo Road will drop with the change, all roadway segments will continue to operate within accepted Placer County minimum Level of Service thresholds.

Cumulative Conditions

Intersection Level of Service. Table 4 (attached) identifies the long term Cumulative plus Project Level of Service projected at the study intersections with and without the change in attendance area. As indicated, projected Levels of Service do not change, and Brady Vineyard's cumulative impacts are the same as those identified previously. No additional mitigation is required.

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Roadway Segment Levels of Service. Table 5 (attached) summarizes Levels of Service based on the projected daily traffic volumes on study area roads assuming the project is developed with and without the boundary change. As noted, two study roadway segments are projected to operate at LOS E or LOS F. No change to identified Level of Service occurs. Because the incremental change in volumes continues to be less than the 0.05 significance threshold and less than 100 daily vehicles per lane, the project's impact with the boundary change is not significant.

Thank you for your attention to this information.

Please feel free to contact me if you have any questions or need additional information.

Sincerely Yours,

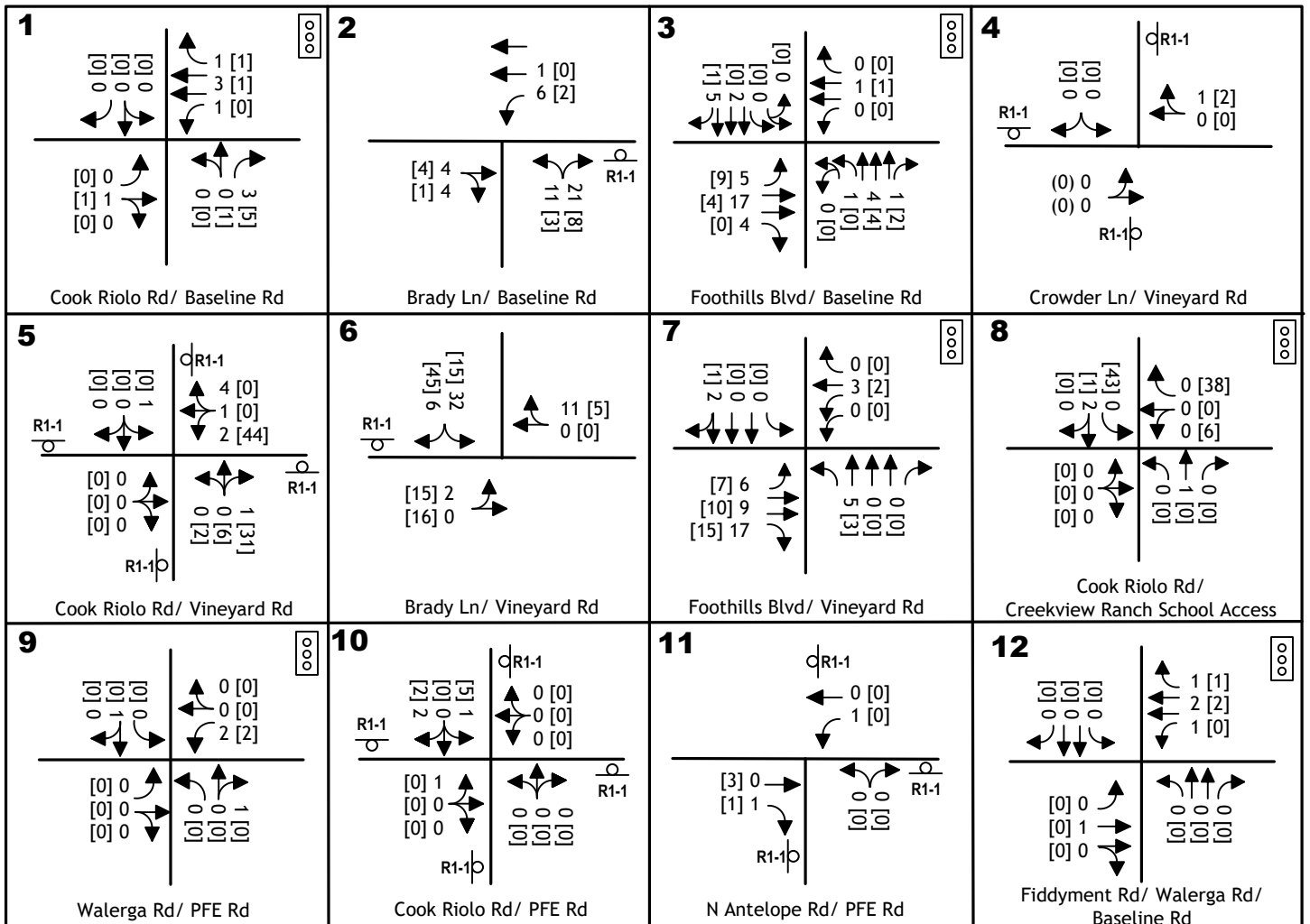
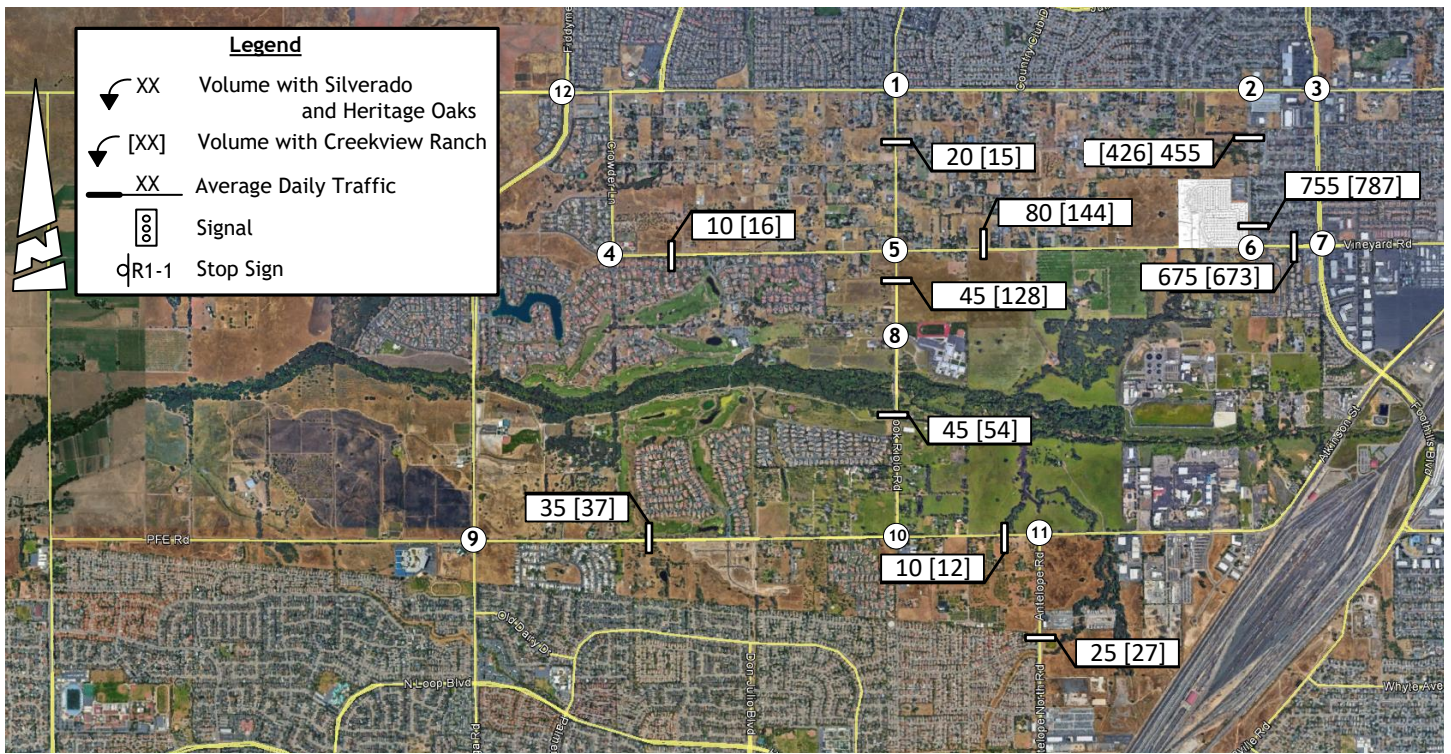
KD Anderson & Associates, Inc.

A handwritten signature in black ink, appearing to read 'K. Anderson', with a long horizontal flourish extending to the right.

Kenneth D. Anderson, P.E.
President

Attachments: Figure, Tables, LOS calculations

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PROJECT ONLY AM PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS

**TABLE 2
PEAK HOUR INTERSECTION LEVELS OF SERVICE
EXISTING PLUS PROJECT CONDITIONS**

Location	Control	AM Peak Hour				PM Peak Hour		Traffic Signal Warranted?
		Creekview Ranch MS Attendance Area		Heritage Oak ES and Silverado MS Attendance Area		Either Attendance Area		
		LOS	Avg Delay (veh/sec)	LOS	Avg Delay (veh/sec)	LOS	Avg Delay (veh/sec)	
1. Baseline Rd / Cook Riolo Rd / Woodcreek Oaks Blvd	Signal	C	32.0	C	32.0	C	30.5	N/A
2. Baseline Rd / Brady Lane Northbound approach Westbound left turn	NB Stop	D B	26.0 10.5	D B	29.0 10.5	C B	23.0 10.0	Yes
3. Baseline Rd / Foothills Blvd -(R)	Signal	C	32.0	C	33.0	D	41.0	N/A
4. Vineyard Rd / Crowder Rd (overall) Southbound approach Eastbound left turn	SB Stop	(A) A A	(9.0) 9.0 7.5	(A) A A	(9.0) 9.0 7.5	(A) A A	(9.0) 9.0 0.0	No
5. Cook Riolo Rd / Vineyard Rd	AWS	C	16.5	C	13.5	B	11.0	No
6. Vineyard Rd / Brady Lane	AWS	A	10.0	A	9.5	A	9.5	No
7. Vineyard Rd / Foothills Blvd – (R)	Signal	C	25.5	C	25.5	C	31.0	N/A
8. Cook Riolo Rd / Creekview Ranch School	Signal	B	13.5	B	12.0	A	6.0	N/A
9. PFE Rd / Walerga Rd	Signal	D	36.0	D	36.5	E	72.0	N/A
10. PFE Rd / Cook Riolo Rd	AWS	D	28.5	D	28.5	B	14.0	Yes
11. PFE Rd / North Antelope Rd	AWS	C	17.5	C	17.5	C	15.5	Yes
12. Baseline Rd / Walerga Rd–Fiddymment Rd – (R)	Signal	D	40.5	D	40.5	F	81.0	N/A
13.Brady Lane / Project Access (overall) Eastbound approach Northbound left turn	EB Stop	(A) A A	(8.5) 9.0 7.5	(A) A A	(9.0) 9.5 7.5	(A) A A	(8.5) 7.5 9.5	No
N/S* – not studied. (R) indicates City of Roseville Minimum LOS C standard applies Bold indicates MIN LOS threshold exceeded Highlighted values are a significant impact * Overall Avg Delay = $\Sigma (\text{Delay} \times \text{Volume of each delayed movement}) / \Sigma \text{Volume of each delayed movement}$								

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**TABLE 3
EXISTING PLUS PROJECT
ROADWAY SEGMENT LEVELS OF SERVICE**

Roadway	Location	Standard			Creekside Ranch MS Attendance Area			Heritage Oak MS and Silverado MS Attendance Area				
		LOS	Volume Threshold Per Lane (veh/ln)	Max two-way volume at LOS standard ¹	Daily Volume	v/c	LOS	Daily Volume		v/c	LOS	Diff in v/c from No Project
								Project	Total			
PFE Rd	Walerga Rd to Cook Riolo Rd	D	7,750	15,500	5,337	0.21	B	35	5,335	0.21	B	0.00
PFE Rd	Cook Riolo Rd to N. Antelope Rd	D	5,700	11,400	6,717	0.32	C	10	6,715	0.32	C	0.00
Cook Riolo Rd	Baseline Rd to Vineyard Rd	D	5,700	11,400	3,720	0.18	B	20	3,725	0.18	B	0.00
Cook Riolo Rd	Vineyard Rd to Creekview Ranch School	D	5,700	11,400	5,098	0.24	C	45	5,015	0.24	C	0.00
Cook Riolo Rd	Creekview Ranch School to PFE Rd	D	5,700	11,400	4,529	0.22	C	45	4,520	0.22	C	0.01
N. Antelope Rd	from PFE Rd to Great Valley Dr	D	5,700	11,400	7,787	0.37	D	25	7,785	0.37	D	0.00
Vineyard Rd	Crowder Lane to Cook Riolo Rd	D	5,700	11,400	2,651	0.13	B	10	2,645	0.13	B	0.00
Vineyard Rd	Cook Riolo Rd to Brady Lane	D	5,700	11,400	4,459	0.21	C	80	4,395	0.21	C	0.00
Vineyard Rd	Brady Lane to Foothills Blvd (R)	D	6,875	13,750	6,298	0.42	A	675	6,300	0.42	A	0.04
Brady Lane	Baseline Rd to Project (R)	D	5,700	11,400	1,436	0.07	A	455	1,465	0.07	A	0.02
Brady Lane	Project to Vineyard Rd (R)	D	5,700	11,400	1,797	0.08	A	755	1,765	0.08	B	0.03

¹ all study roadways are 2-lanes

(R) is City of Roseville jurisdiction.

Bold values exceed minimum LOS threshold **highlighted** values are a significant impact

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**TABLE 4
PEAK HOUR INTERSECTION LEVELS OF SERVICE
CUMULATIVE PLUS PROJECT CONDITIONS**

Location	Control	AM Peak Hour				PM Peak Hour		Traffic Signal Warranted?
		With Creekview Ranch MS Attendance Area		With Heritage Oaks ES and Silverado MS Attendance Area		With either Attendance Area		
		LOS	Avg Delay or v/c ratio	LOS	Avg Delay or v/c ratio	LOS	Avg Delay or v/c ratio	
1. Baseline Rd / Cook Riolo Rd / Woodcreek Oaks Blvd (R)	Signal	F	98.0	F	97.5	D	54.5	N/A
2. Baseline Rd / Brady Lane (R) Northbound approach Westbound left turn	NB Stop	F C	>300 22.0	F C	>300 22.0	F C	>300 18.5	YES
	Signal and 2 nd EB thru lane	B	18.0	B	20.5	B	12.0	
3. Baseline Rd / Foothills Blvd -(R)	Signal	D	46.5	D	47.0	D	50.5	N/A
4. Vineyard Rd / Crowder Rd (overall)* Southbound approach Eastbound left turn	SB Stop	(C) C A	(17.0) 17.0 7.5	(C) C A	(17.0) 17.0 7.5	(B) B A	(11.5) 12.0 9.0	No
5. Cook Riolo Rd / Vineyard Rd	AWS	F	>300	F	(>300)	F	297.5	YES
	Roundabout (2)	C	16.0	C	16.0	B	11.5	
6. Vineyard Rd / Brady Lane	AWS	F	194.5	F	174.0	F	295.0	YES
	Roundabout (1)	B	13.5	B	13.5	C	18.0	
	Signal	8	10.0	A	9.5	D	50.5	
7. Vineyard Rd / Foothills Blvd – (R)	Signal	C	34.5	C	35.0	C	33.5	N/A
8. Cook Riolo Rd / Creekview Ranch School	Signal	D	47.0	D	36.5	A	7.0	N/A
9. PFE Rd / Walerga Rd	Signal	E	80.0	F	80.0	F	86.5	N/A
10. PFE Rd / Cook Riolo Rd	AWS	F	282.0	F	282.0	F	>300	YES
	Roundabout (1)	C	20.0	C	20.0	B	14.0	
11. PFE Rd / North Antelope Rd	Signal	F	176.0	F	176.0	F	170.0	N/A
12. Baseline Rd / Walerga Rd – Fiddymment Rd (R)	Signal	F	116.5	F	116.5	F	115.5	N/A
13. Brady Lane / Project Access (overall)* Eastbound approach Northbound left turn	EB Stop	(A) A A	(9.1) 9.5 7.5	(A) A A	(9.5) 10.0 7.5	(A) B A	(9.5) 11.0 8.0	No
(R) indicates City of Roseville jurisdiction and Minimum LOS C standard applies Bold indicates MIN LOS threshold exceeded Highlighted values are a significant impact * Overall Avg Delay = $\Sigma (\text{LOS} \times \text{Volume of each delayed movement}) / \Sigma \text{Volume of each delayed movement}$								

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**TABLE 5
CUMULATIVE PLUS PROJECT
ROADWAY SEGMENT LEVELS OF SERVICE**

Roadway	Location	Standard			Segment Level of Service							
		LOS	Volume Threshold Per Lane (veh/l/n)	Max two-way Volume at LOS Standard ¹	With Creekside Ranch MS Attendance Area			With Heritage Oak MS and Silverado MS Attendance Area				
					Daily Vol	v/c	LOS	Daily Volume		v/c	LOS	Diff in v/c
								Project Only	Total			
PFE Rd	Walerga Rd to Cook Riolo Rd	D	6,870	13,740	7,937	0.53	A	35	7,935	0.53	A	0.00
PFE Rd	Cook Riolo Rd to N. Antelope Rd	F	6,870	13,740	18,312	1.22	F	10	18,310	1.22	F	0.00
Cook Riolo Rd	Baseline Rd to Vineyard Rd	F	6,870	13,740	9,615	0.64	B	20	9,620	0.64	B	0.00
Cook Riolo Rd	Vineyard Rd to Creekview Ranch School	F	6,870	13,740	13,428	0.89	D	45	13,345	0.89	D	0.01
Cook Riolo Rd	Creekview Ranch School to PFE Rd	F	6,870	13,740	12,154	0.81	D	45	12,145	0.81	D	0.00
N. Antelope Rd	from PFE Rd to Great Valley Dr	E	18,000 ²	36,000	32,577	0.91	E	25	32,575	0.91	E	0.01
Vineyard Rd	Crowder Lane to Cook Riolo Rd	D	6,870	13,740	8,916	0.59	A	10	8,910	0.59	A	0.00
Vineyard Rd	Cook Riolo Rd to Brady Lane	D	6,870	13,740	12,044	0.80	C	80	11,980	0.80	D	0.01
Vineyard Rd	Brady Lane to Foothills Blvd	D	7,500	15,000	18,923	1.26	F	675	18,925	1.26	F	0.04
Brady Lane	Baseline Rd to Project	D	5,700	11,400	6,326	0.30	C	455	6,355	0.30	C	0.02
Brady Lane	Project to Vineyard Rd	D	5,700	11,400	8,147	0.39	C	755	8,115	0.39	D	0.04

¹ 2 - lane road except as noted.

² 4 - lane road.






















Bold values exceed minimum LOS threshold **highlighted** values are a significant impact

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HCM 6th Signalized Intersection Summary

1: Cook-Riolo Rd/Woodcreek Oaks Blvd & Baseline Rd

AM EX PLUS PROJ
SILVERADO AND HERITAGE OAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	567	26	39	485	109	32	87	49	224	110	62
Future Volume (veh/h)	45	567	26	39	485	109	32	87	49	224	110	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	623	29	43	533	0	35	96	54	246	121	68
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	699	33	78	1390		48	132	154	288	142	377
Arrive On Green	0.05	0.39	0.39	0.04	0.39	0.00	0.10	0.10	0.10	0.24	0.24	0.24
Sat Flow, veh/h	1781	1773	83	1781	3554	1585	493	1353	1585	1213	597	1585
Grp Volume(v), veh/h	49	0	652	43	533	0	131	0	54	367	0	68
Grp Sat Flow(s),veh/h/ln	1781	0	1856	1781	1777	1585	1846	0	1585	1810	0	1585
Q Serve(g_s), s	2.4	0.0	29.8	2.1	9.8	0.0	6.3	0.0	2.9	17.6	0.0	3.1
Cycle Q Clear(g_c), s	2.4	0.0	29.8	2.1	9.8	0.0	6.3	0.0	2.9	17.6	0.0	3.1
Prop In Lane	1.00		0.04	1.00		1.00	0.27		1.00	0.67		1.00
Lane Grp Cap(c), veh/h	84	0	732	78	1390		180	0	154	430	0	377
V/C Ratio(X)	0.59	0.00	0.89	0.55	0.38		0.73	0.00	0.35	0.85	0.00	0.18
Avail Cap(c_a), veh/h	314	0	1083	314	2074		455	0	391	678	0	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.4	0.0	25.7	42.5	19.8	0.0	39.8	0.0	38.3	33.1	0.0	27.6
Incr Delay (d2), s/veh	6.4	0.0	6.7	6.0	0.2	0.0	5.6	0.0	1.4	6.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	13.1	1.0	3.7	0.0	3.1	0.0	1.1	8.1	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	0.0	32.3	48.5	20.0	0.0	45.4	0.0	39.7	39.3	0.0	27.8
LnGrp LOS	D	A	C	D	B		D	A	D	D	A	C
Approach Vol, veh/h	701				576		A		185		435	
Approach Delay, s/veh	33.5				22.1				43.7		37.5	
Approach LOS	C				C				D		D	
Timer - Assigned Phs	2			3		4		6		7		8
Phs Duration (G+Y+Rc), s	13.4			8.3		41.5		27.6		8.0		41.8
Change Period (Y+Rc), s	4.6			4.0		6.0		6.0		4.0		6.0
Max Green Setting (Gmax), s	22.4			16.0		53.0		34.0		16.0		53.0
Max Q Clear Time (g_c+I1), s	8.3			4.4		11.8		19.6		4.1		31.8
Green Ext Time (p_c), s	0.7			0.1		3.5		2.0		0.0		4.0

Intersection Summary

HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

Notes






Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Brady & Baseline Rd

AM EX PLUS PROJ
SILVERADO AND HERITAGE OAK

Intersection

Int Delay, s/veh 2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	955	39	21	533	52	66
Future Vol, veh/h	955	39	21	533	52	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1016	41	22	567	55	70

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1057
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.219
Pot Cap-1 Maneuver	-	-	657
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	657
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

































Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	29.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	272	-	-	657	-
HCM Lane V/C Ratio	0.462	-	-	0.034	-
HCM Control Delay (s)	29.1	-	-	10.7	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	2.3	-	-	0.1	-

HCM 6th Signalized Intersection Summary




3: Foothills Blvd & Baseline Rd

AM EX PLUS PROJ
SILVERADO AND HERITAGE OAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	  		 	  	
Traffic Volume (veh/h)	164	240	507	87	131	79	335	1080	21	76	1016	86
Future Volume (veh/h)	164	240	507	87	131	79	335	1080	21	76	1016	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	182	267	341	97	146	88	372	1200	23	84	1129	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	668	298	128	473	211	495	2187	679	150	1677	
Arrive On Green	0.13	0.19	0.19	0.07	0.13	0.13	0.14	0.43	0.43	0.04	0.33	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	182	267	341	97	146	88	372	1200	23	84	1129	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	7.4	4.9	14.0	4.0	2.8	3.8	7.7	13.1	0.6	1.8	14.2	0.0
Cycle Q Clear(g_c), s	7.4	4.9	14.0	4.0	2.8	3.8	7.7	13.1	0.6	1.8	14.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	226	668	298	128	473	211	495	2187	679	150	1677	
V/C Ratio(X)	0.81	0.40	1.14	0.76	0.31	0.42	0.75	0.55	0.03	0.56	0.67	
Avail Cap(c_a), veh/h	383	668	298	526	954	426	975	3291	1022	743	2949	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.6	26.5	30.2	33.9	29.2	29.6	30.6	15.9	12.3	34.9	21.6	0.0
Incr Delay (d2), s/veh	6.7	0.4	97.0	8.9	0.4	1.3	2.3	0.2	0.0	3.3	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	2.0	13.1	2.0	1.2	1.5	3.1	4.4	0.2	0.8	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	26.9	127.2	42.8	29.6	30.9	32.9	16.1	12.4	38.2	22.0	0.0
LnGrp LOS	D	C	F	D	C	C	C	B	B	D	C	
Approach Vol, veh/h		790			331			1595			1213	A
Approach Delay, s/veh		72.8			33.8			20.0			23.2	
Approach LOS		E			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	37.9	13.4	15.9	14.7	30.5	9.3	20.0				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	16.0	48.0	16.0	20.0	21.0	43.0	22.0	14.0				
Max Q Clear Time (g_c+I1), s	3.8	15.1	9.4	5.8	9.7	16.2	6.0	16.0				
Green Ext Time (p_c), s	0.1	9.6	0.3	0.9	1.0	8.3	0.2	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			32.8									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th TWSC
4: Vineyard Rd & Crowder Lane

AM EX PLUS PROJ
SILVERADO AND HERITAGE OAK

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	7	3	31	72	0
Future Vol, veh/h	2	7	3	31	72	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	8	3	33	77	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	36	0	-	0	32	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	12	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1575	-	-	-	982	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1575	-	-	-	981	1058
Mov Cap-2 Maneuver	-	-	-	-	981	-
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	1011	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.6	0		9		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1575	-	-	-	981	
HCM Lane V/C Ratio	0.001	-	-	-	0.079	
HCM Control Delay (s)	7.3	0	-	-	9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	81	75	118	30	24	34	141	135	25	164	6
Future Vol, veh/h	12	81	75	118	30	24	34	141	135	25	164	6
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	100	93	146	37	30	42	174	167	31	202	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.9	12.7	15.5	12.7
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	7%	69%	13%
Vol Thru, %	45%	48%	17%	84%
Vol Right, %	44%	45%	14%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	310	168	172	195
LT Vol	34	12	118	25
Through Vol	141	81	30	164
RT Vol	135	75	24	6
Lane Flow Rate	383	207	212	241
Geometry Grp	1	1	1	1
Degree of Util (X)	0.573	0.337	0.361	0.392
Departure Headway (Hd)	5.389	5.848	6.125	5.855
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	666	610	582	609
Service Time	3.467	3.942	4.221	3.945
HCM Lane V/C Ratio	0.575	0.339	0.364	0.396
HCM Control Delay	15.5	11.9	12.7	12.7
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	3.6	1.5	1.6	1.9

Intersection

Intersection Delay, s/veh 9.5

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	238	0	2	154	39	0	1	1	62	0	22
Future Vol, veh/h	18	238	0	2	154	39	0	1	1	62	0	22
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	277	0	2	179	45	0	1	1	72	0	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.1	9.1	8	8.9
HCM LOS	B	A	A	A













Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	7%	1%	74%
Vol Thru, %	50%	93%	79%	0%
Vol Right, %	50%	0%	20%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	256	195	84
LT Vol	0	18	2	62
Through Vol	1	238	154	0
RT Vol	1	0	39	22
Lane Flow Rate	2	298	227	98
Geometry Grp	1	1	1	1
Degree of Util (X)	0.003	0.368	0.277	0.138
Departure Headway (Hd)	4.938	4.446	4.392	5.08
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	721	810	819	704
Service Time	2.992	2.472	2.421	3.122
HCM Lane V/C Ratio	0.003	0.368	0.277	0.139
HCM Control Delay	8	10.1	9.1	8.9
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0	1.7	1.1	0.5

HCM 6th Signalized Intersection Summary

7: Vineyard Rd & Foothills Blvd

AM EX PLUS PROJ
SILVERADO AND HERITAGE OAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	135	136	136	44	56	102	1400	70	84	1569	35
Future Volume (veh/h)	109	135	136	136	44	56	102	1400	70	84	1569	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	150	151	151	49	0	113	1556	0	93	1743	39
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	396	177	212	168		139	3048		117	3004	67
Arrive On Green	0.08	0.11	0.11	0.06	0.09	0.00	0.08	0.60	0.00	0.07	0.58	0.58
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	5106	1585	1781	5139	115
Grp Volume(v), veh/h	121	150	151	151	49	0	113	1556	0	93	1154	628
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1702	1585	1781	1702	1850
Q Serve(g_s), s	8.0	4.7	11.2	5.1	2.9	0.0	7.5	21.2	0.0	6.2	25.6	25.6
Cycle Q Clear(g_c), s	8.0	4.7	11.2	5.1	2.9	0.0	7.5	21.2	0.0	6.2	25.6	25.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	148	396	177	212	168		139	3048		117	1990	1081
V/C Ratio(X)	0.82	0.38	0.85	0.71	0.29		0.81	0.51		0.79	0.58	0.58
Avail Cap(c_a), veh/h	238	423	189	461	223		238	3048		238	1990	1081
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	49.4	52.3	55.3	51.0	0.0	54.4	14.0	0.0	55.2	15.7	15.7
Incr Delay (d2), s/veh	11.1	0.6	28.5	4.3	0.9	0.0	10.6	0.6	0.0	11.3	1.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	5.9	2.4	1.4	0.0	3.8	8.0	0.0	3.1	9.9	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	50.0	80.8	59.6	52.0	0.0	65.0	14.6	0.0	66.5	16.9	18.0
LnGrp LOS	E	D	F	E	D		E	B		E	B	B
Approach Vol, veh/h	422		200			1669		A		1875		
Approach Delay, s/veh	65.4		57.7			18.0				19.7		
Approach LOS	E		E			B				B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.1	19.1	11.9	77.6	14.0	16.5	13.4	76.1				
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0				
Max Green Setting (Gmax), s	14.3	14.3	16.0	54.0	16.0	14.3	16.0	54.0				
Max Q Clear Time (g_c+I1), s	13.2	13.2	8.2	23.2	10.0	4.9	9.5	27.6				
Green Ext Time (p_c), s	0.3	0.2	0.1	14.8	0.1	0.1	0.1	15.4				

Intersection Summary

HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

8: Cook-Riolo Rd & Driveway/Creekview School

AM EX PLUS PROJ
SILVERADO AND HERITAGE OAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	
Traffic Volume (veh/h)	0	0	0	178	0	148	0	159	244	202	153	0
Future Volume (veh/h)	0	0	0	178	0	148	0	159	244	202	153	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	251	0	208	0	224	344	285	215	0
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	4	0	396	0	673	4	471	751	361	1052	0
Arrive On Green	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.25	0.25	0.20	0.56	0.00
Sat Flow, veh/h	0	1870	0	1781	0	1585	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	0	0	0	251	0	208	0	224	344	285	215	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	0	1585	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	5.3	0.0	3.6	0.0	4.3	6.1	6.3	2.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.3	0.0	3.6	0.0	4.3	6.1	6.3	2.4	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	4	0	396	0	673	4	471	751	361	1052	0
V/C Ratio(X)	0.00	0.00	0.00	0.63	0.00	0.31	0.00	0.48	0.46	0.79	0.20	0.00
Avail Cap(c_a), veh/h	0	806	0	981	0	1195	213	1187	1358	619	1613	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	14.7	0.0	7.9	0.0	13.3	7.4	15.8	4.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.7	0.0	0.3	0.0	0.7	0.4	3.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.0	0.0	0.9	0.0	1.6	2.6	2.5	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	16.4	0.0	8.2	0.0	14.0	7.8	19.7	4.6	0.0
LnGrp LOS	A	A	A	B	A	A	A	B	A	B	A	A
Approach Vol, veh/h	0			459			568			500		
Approach Delay, s/veh	0.0			12.7			10.3			13.2		
Approach LOS				B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	15.0		0.0	0.0	28.0		13.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	14.5	26.5		18.0	5.0	36.0		23.0				
Max Q Clear Time (g_c+I), s	10.3	8.1		0.0	0.0	4.4		7.3				
Green Ext Time (p_c), s	0.5	2.4		0.0	0.0	1.3		2.0				









Intersection Summary

HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary 9: Walerga Rd & PFE Rd

AM EX PLUS PROJ
SILVERADO AND HERITAGE OAK







Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	117	95	86	87	35	74	742	160	22	726	78
Future Volume (veh/h)	71	117	95	86	87	35	74	742	160	22	726	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	124	101	91	93	37	79	789	170	23	772	83
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	152	123	116	215	86	102	835	180	43	875	94
Arrive On Green	0.05	0.16	0.16	0.06	0.17	0.17	0.06	0.56	0.56	0.02	0.53	0.53
Sat Flow, veh/h	1781	954	777	1781	1273	506	1781	1491	321	1781	1660	178
Grp Volume(v), veh/h	76	0	225	91	0	130	79	0	959	23	0	855
Grp Sat Flow(s),veh/h/ln	1781	0	1731	1781	0	1779	1781	0	1813	1781	0	1838
Q Serve(g_s), s	3.9	0.0	11.8	4.7	0.0	6.1	4.1	0.0	46.3	1.2	0.0	38.6
Cycle Q Clear(g_c), s	3.9	0.0	11.8	4.7	0.0	6.1	4.1	0.0	46.3	1.2	0.0	38.6
Prop In Lane	1.00		0.45	1.00		0.28	1.00		0.18	1.00		0.10
Lane Grp Cap(c), veh/h	98	0	275	116	0	301	102	0	1015	43	0	969
V/C Ratio(X)	0.78	0.00	0.82	0.79	0.00	0.43	0.78	0.00	0.94	0.54	0.00	0.88
Avail Cap(c_a), veh/h	137	0	535	127	0	541	161	0	1079	104	0	1035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.8	0.0	38.1	43.2	0.0	34.9	43.6	0.0	19.3	45.2	0.0	19.6
Incr Delay (d2), s/veh	16.8	0.0	5.9	25.1	0.0	1.0	11.9	0.0	15.4	10.1	0.0	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	5.4	2.9	0.0	2.7	2.1	0.0	21.8	0.6	0.0	17.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.5	0.0	44.1	68.3	0.0	35.9	55.6	0.0	34.7	55.3	0.0	28.3
LnGrp LOS	E	A	D	E	A	D	E	A	C	E	A	C
Approach Vol, veh/h	301					221		1038		878		
Approach Delay, s/veh	48.2					49.2		36.3		29.0		
Approach LOS	D					D		D		C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	57.0	10.6	19.4	9.9	53.9	9.6	20.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	55.8	6.7	29.0	8.5	52.8	7.2	28.5				
Max Q Clear Time (g_c+I1), s	13.2	48.3	6.7	13.8	6.1	40.6	5.9	8.1				
Green Ext Time (p_c), s	0.0	4.2	0.0	1.1	0.0	5.1	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			36.3									
HCM 6th LOS			D									

Intersection

Intersection Delay, s/veh 28.4

Intersection LOS D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	150	283	0	4	109	204	0	1	3	214	1	103
Future Vol, veh/h	150	283	0	4	109	204	0	1	3	214	1	103
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	183	345	0	5	133	249	0	1	4	261	1	126
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	39.7	18.6	10.6	23
HCM LOS	E	C	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	35%	1%	67%
Vol Thru, %	25%	65%	34%	0%
Vol Right, %	75%	0%	64%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	433	317	318
LT Vol	0	150	4	214
Through Vol	1	283	109	1
RT Vol	3	0	204	103
Lane Flow Rate	5	528	387	388
Geometry Grp	1	1	1	1
Degree of Util (X)	0.01	0.89	0.633	0.695
Departure Headway (Hd)	7.398	6.07	5.897	6.451
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	481	597	611	562
Service Time	5.481	4.109	3.94	4.49
HCM Lane V/C Ratio	0.01	0.884	0.633	0.69
HCM Control Delay	10.6	39.7	18.6	23
HCM Lane LOS	B	E	C	C
HCM 95th-tile Q	0	10.5	4.5	5.4

Intersection

Intersection Delay, s/veh 17.4

Intersection LOS C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	263	227	107	97	216	222
Future Vol, veh/h	263	227	107	97	216	222
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	289	249	118	107	237	244
Number of Lanes	1	1	1	1	1	0












Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	14.2	11.9	23.6
HCM LOS	B	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	49%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	100%
Vol Right, %	51%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	438	263	227	107	97
LT Vol	216	0	0	107	0
Through Vol	0	263	0	0	97
RT Vol	222	0	227	0	0
Lane Flow Rate	481	289	249	118	107
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.749	0.515	0.395	0.239	0.202
Departure Headway (Hd)	5.605	6.421	5.706	7.332	6.819
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	645	561	629	488	523
Service Time	3.655	4.181	3.466	5.106	4.593
HCM Lane V/C Ratio	0.746	0.515	0.396	0.242	0.205
HCM Control Delay	23.6	15.9	12.2	12.4	11.3
HCM Lane LOS	C	C	B	B	B
HCM 95th-tile Q	6.7	2.9	1.9	0.9	0.7

HCM 6th Signalized Intersection Summary 12: Walerga Rd & Baseline Rd




AM EX PLUS PROJ
SILVERADO AND HERITAGE OAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	356	183	7	162	364	193	17	635	165	254	540	818
Future Volume (veh/h)	356	183	7	162	364	193	17	635	165	254	540	818
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	387	199	8	176	396	210	18	690	179	276	587	889
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	421	988	40	211	589	263	48	856	382	307	1372	987
Arrive On Green	0.24	0.28	0.28	0.12	0.17	0.17	0.03	0.24	0.24	0.17	0.39	0.39
Sat Flow, veh/h	1781	3483	139	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	387	101	106	176	396	210	18	690	179	276	587	889
Grp Sat Flow(s),veh/h/ln	1781	1777	1845	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	22.9	4.7	4.7	10.5	11.3	13.8	1.1	19.8	10.5	16.4	13.2	41.8
Cycle Q Clear(g_c), s	22.9	4.7	4.7	10.5	11.3	13.8	1.1	19.8	10.5	16.4	13.2	41.8
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	421	504	523	211	589	263	48	856	382	307	1372	987
V/C Ratio(X)	0.92	0.20	0.20	0.83	0.67	0.80	0.37	0.81	0.47	0.90	0.43	0.90
Avail Cap(c_a), veh/h	510	504	523	510	787	351	263	1116	498	345	1372	987
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	29.5	29.5	46.7	42.4	43.5	51.8	38.7	35.2	43.9	24.4	17.6
Incr Delay (d2), s/veh	19.5	0.2	0.2	8.3	1.4	9.2	4.7	3.4	0.9	23.7	0.2	11.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	2.0	2.1	5.1	5.1	6.0	0.5	9.0	4.1	9.2	5.5	20.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.8	29.7	29.7	55.0	43.8	52.6	56.5	42.1	36.1	67.6	24.7	28.7
LnGrp LOS	E	C	C	D	D	D	E	D	D	E	C	C
Approach Vol, veh/h	594			782			887			1752		
Approach Delay, s/veh	49.3			48.7			41.2			33.5		
Approach LOS	D			D			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.7	32.1	16.8	36.7	6.9	47.8	29.6	23.9				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (G_max), s	34.0	34.0	31.0	24.0	16.0	34.0	31.0	24.0				
Max Q Clear Time (g_c+1.0), s	21.8	21.8	12.5	6.7	3.1	43.8	24.9	15.8				
Green Ext Time (p_c), s	0.2	4.3	0.4	1.0	0.0	0.0	0.7	2.1				

Intersection Summary

HCM 6th Ctrl Delay	40.5
HCM 6th LOS	D













Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	38	13	44	46	10
Future Vol, veh/h	33	38	13	44	46	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	41	14	48	50	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	132	56	61	0	-	0
Stage 1	56	-	-	-	-	-
Stage 2	76	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	862	1011	1542	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	854	1011	1542	-	-	-
Mov Cap-2 Maneuver	824	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.3	1.7		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1542	-	915	-	-	
HCM Lane V/C Ratio	0.009	-	0.084	-	-	
HCM Control Delay (s)	7.4	0	9.3	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

Queues

1: Cook-Riolo Rd/Woodcreek Oaks Blvd & Baseline Rd

AM CUM PLUS PROJ

SILVERADO AND HERITAGE OAKS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	220	1979	22	78	1212	56	55	549	113	132	264	66
v/c Ratio	0.87	1.17	0.03	0.83	0.88	0.04	0.55	1.10	0.22	1.25	0.50	0.12
Control Delay	93.5	117.3	0.1	123.7	51.2	0.0	89.0	118.9	7.9	221.4	49.4	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.5	117.3	0.1	123.7	51.2	0.0	89.0	118.9	7.9	221.4	49.4	1.0
Queue Length 50th (ft)	211	~1205	0	77	586	0	53	~605	0	~160	222	0
Queue Length 95th (ft)	#345	#1339	0	#176	689	0	103	#838	50	#304	318	4
Internal Link Dist (ft)	877			2983			1392			1822		
Turn Bay Length (ft)	500			500		280	200		75	200		415
Base Capacity (vph)	271	1698	803	94	1380	1583	110	501	508	106	533	534
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	1.17	0.03	0.83	0.88	0.04	0.50	1.10	0.22	1.25	0.50	0.12

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

























95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: Cook-Riolo Rd/Woodcreek Oaks Blvd & Baseline Rd

AM CUM PLUS PROJ
SILVERADO AND HERITAGE OAKS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	1801	20	71	1103	51	50	500	103	120	240	60
Future Volume (veh/h)	200	1801	20	71	1103	51	50	500	103	120	240	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	220	1979	22	78	1212	0	55	549	113	132	264	66
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	1690	754	94	1395		78	499	423	106	546	462
Arrive On Green	0.14	0.48	0.48	0.05	0.39	0.00	0.04	0.27	0.27	0.06	0.29	0.29
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	220	1979	22	78	1212	0	55	549	113	132	264	66
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	18.4	72.0	1.1	6.6	47.6	0.0	4.6	40.4	8.5	9.0	17.6	4.7
Cycle Q Clear(g_c), s	18.4	72.0	1.1	6.6	47.6	0.0	4.6	40.4	8.5	9.0	17.6	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	1690	754	94	1395		78	499	423	106	546	462
V/C Ratio(X)	0.91	1.17	0.03	0.83	0.87		0.70	1.10	0.27	1.25	0.48	0.14
Avail Cap(c_a), veh/h	271	1690	754	94	1395		111	499	423	106	546	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.5	39.7	21.1	71.0	42.4	0.0	71.4	55.5	43.8	71.2	44.2	39.6
Incr Delay (d2), s/veh	30.1	83.7	0.0	43.3	6.2	0.0	11.0	70.4	0.3	167.8	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	49.4	0.4	4.1	21.4	0.0	2.3	28.6	3.4	9.0	8.2	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.6	123.4	21.1	114.3	48.6	0.0	82.4	125.9	44.1	239.0	44.9	39.8
LnGrp LOS	F	F	C	F	D		F	F	D	F	D	D
Approach Vol, veh/h		2221			1290	A		717			462	
Approach Delay, s/veh		119.5			52.5			109.7			99.6	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	46.4	24.6	65.4	11.2	50.2	12.0	78.0				
Change Period (Y+Rc), s	6.0	* 6	4.0	6.0	4.6	6.0	4.0	6.0				
Max Green Setting (Gmax), s	9.0	* 40	23.0	57.0	9.4	40.0	8.0	72.0				
Max Q Clear Time (g_c+I1), s	11.0	42.4	20.4	49.6	6.6	19.6	8.6	74.0				
Green Ext Time (p_c), s	0.0	0.0	0.1	4.3	0.0	1.5	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	97.6
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.






Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Brady Ln & Baseline Rd

AM CUM PLUS PROJ
SILVERADO AND HERITAGE OAKS

Intersection

Int Delay, s/veh 167.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1984	44	36	1091	71	111
Future Vol, veh/h	1984	44	36	1091	71	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2111	47	38	1161	76	118

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	2158
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.219
Pot Cap-1 Maneuver	-	-	247
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	247
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	\$ 3062.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	27	-	-	247	-
HCM Lane V/C Ratio	7.171	-	-	0.155	-
HCM Control Delay (s)	\$ 3062.4	-	-	22.2	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	23.9	-	-	0.5	-

Notes













~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Queues

3: Foothills Blvd & Baseline Rd

AM CUM PLUS PROJ

SILVERADO AND HERITAGE OAKS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	181	455	1014	68	191	51	415	1572	78	57	1335	199
v/c Ratio	0.52	0.36	1.22	0.48	0.12	0.08	0.75	0.90	0.12	0.40	0.86	0.13
Control Delay	54.8	29.2	130.7	63.0	28.5	0.3	55.3	44.7	0.7	59.7	48.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.8	29.2	130.7	63.0	28.5	0.3	55.3	44.7	0.7	59.7	48.0	0.2
Queue Length 50th (ft)	68	135	~738	50	36	0	155	422	0	42	282	0
Queue Length 95th (ft)	104	188	#1020	99	59	0	212	#570	3	85	#340	0
Internal Link Dist (ft)		293			630			691			1477	
Turn Bay Length (ft)	360		360	230		120	210		250	250		170
Base Capacity (vph)	951	1266	832	174	1608	619	644	1751	634	253	1605	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.36	1.22	0.39	0.12	0.08	0.64	0.90	0.12	0.23	0.83	0.13

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

























95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

3: Foothills Blvd & Baseline Rd

AM CUM PLUS PROJ
SILVERADO AND HERITAGE OAKS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	432	963	65	181	48	394	1493	74	54	1268	189
Future Volume (veh/h)	172	432	963	65	181	48	394	1493	74	54	1268	189
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	181	455	646	68	191	51	415	1572	78	57	1335	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	1328	593	88	1778	552	495	1779	552	74	1587	
Arrive On Green	0.07	0.37	0.37	0.05	0.35	0.35	0.14	0.35	0.35	0.04	0.25	0.00
Sat Flow, veh/h	3456	3554	1585	1781	5106	1585	3456	5106	1585	1781	6434	1585
Grp Volume(v), veh/h	181	455	646	68	191	51	415	1572	78	57	1335	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1702	1585	1728	1702	1585	1781	1609	1585
Q Serve(g_s), s	5.5	9.8	40.0	4.0	2.7	2.3	12.5	31.0	3.6	3.4	21.1	0.0
Cycle Q Clear(g_c), s	5.5	9.8	40.0	4.0	2.7	2.3	12.5	31.0	3.6	3.4	21.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	1328	593	88	1778	552	495	1779	552	74	1587	
V/C Ratio(X)	0.70	0.34	1.09	0.77	0.11	0.09	0.84	0.88	0.14	0.77	0.84	
Avail Cap(c_a), veh/h	1001	1328	593	183	1778	552	678	1779	552	266	1684	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.3	24.1	33.5	50.3	23.6	23.5	44.6	32.8	23.9	50.8	38.3	0.0
Incr Delay (d2), s/veh	3.4	0.2	63.9	13.4	0.0	0.1	6.7	5.7	0.1	15.3	3.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	4.1	25.4	2.1	1.1	0.9	5.6	12.9	1.4	1.8	8.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	24.2	97.4	63.7	23.6	23.6	51.4	38.5	24.0	66.0	42.2	0.0
LnGrp LOS	D	C	F	E	C	C	D	D	C	E	D	
Approach Vol, veh/h		1282			310			2065			1392	A
Approach Delay, s/veh		65.0			32.4			40.5			43.1	
Approach LOS		E			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	43.3	12.0	43.3	19.3	32.4	9.3	46.0				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	16.0	33.0	31.0	20.0	21.0	28.0	11.0	40.0				
Max Q Clear Time (g_c+I1), s	5.4	33.0	7.5	4.7	14.5	23.1	6.0	42.0				
Green Ext Time (p_c), s	0.1	0.0	0.6	1.2	0.8	3.3	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	47.0
HCM 6th LOS	D




Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
4: Vineyard Rd & Crowder Lane

AM CUM PLUS PROJ
SILVERADO AND HERITAGE OAKS

Intersection						
Int Delay, s/veh	14.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	40	41	560	10
Future Vol, veh/h	10	10	40	41	560	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	11	43	44	602	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	87	0	-	0	98	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	33	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1509	-	-	-	901	999
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	989	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1509	-	-	-	895	999
Mov Cap-2 Maneuver	-	-	-	-	895	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	989	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.7	0		17.2		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1509	-	-	-	897	
HCM Lane V/C Ratio	0.007	-	-	-	0.683	
HCM Control Delay (s)	7.4	0	-	-	17.2	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	5.6	

Intersection	
Intersection Delay, s/veh	512.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	540	140	122	71	44	40	560	261	41	240	20
Future Vol, veh/h	50	540	140	122	71	44	40	560	261	41	240	20
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	667	173	151	88	54	49	691	322	51	296	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0





Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	570.9	65.3	733.8	91.2
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	7%	51%	14%
Vol Thru, %	65%	74%	30%	80%
Vol Right, %	30%	19%	19%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	861	730	237	301
LT Vol	40	50	122	41
Through Vol	560	540	71	240
RT Vol	261	140	44	20
Lane Flow Rate	1063	901	293	372
Geometry Grp	1	1	1	1
Degree of Util (X)	2.556	2.185	0.759	0.92
Departure Headway (Hd)	11.785	12.507	19.16	18.012
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	319	297	193	204
Service Time	9.785	10.507	17.16	16.012
HCM Lane V/C Ratio	3.332	3.034	1.518	1.824
HCM Control Delay	733.8	570.9	65.3	91.2
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	64	47.6	5	7.4

Intersection

Intersection Delay, s/veh 174

Intersection LOS F












Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	880	0	0	200	91	0	0	0	102	0	36
Future Vol, veh/h	62	880	0	0	200	91	0	0	0	102	0	36
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	72	1023	0	0	233	106	0	0	0	119	0	42
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	247	14.1	0	13.2
HCM LOS	F	B	-	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	7%	0%	74%
Vol Thru, %	100%	93%	69%	0%
Vol Right, %	0%	0%	31%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	942	291	138
LT Vol	0	62	0	102
Through Vol	0	880	200	0
RT Vol	0	0	91	36
Lane Flow Rate	0	1095	338	160
Geometry Grp	1	1	1	1
Degree of Util (X)	0	1.5	0.487	0.284
Departure Headway (Hd)	8.007	4.931	5.734	7.307
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	745	633	496
Service Time	6.007	2.972	3.734	5.307
HCM Lane V/C Ratio	0	1.47	0.534	0.323
HCM Control Delay	11	247	14.1	13.2
HCM Lane LOS	N	F	B	B
HCM 95th-tile Q	0	52.9	2.7	1.2

Queues
7: Vineyard Rd & Foothills Blvd

























AM CUM PLUS PROJ
SILVERADO AND HERITAGE OAKS

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	111	294	256	115	56	54	137	1853	51	146	2243
v/c Ratio	0.48	0.64	0.60	0.43	0.16	0.03	0.47	0.67	0.03	0.49	0.81
Control Delay	57.0	55.9	11.8	57.4	49.4	0.0	57.5	22.5	0.0	57.6	26.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	55.9	11.8	57.4	49.4	0.0	57.5	22.5	0.0	57.6	26.6
Queue Length 50th (ft)	83	114	0	44	21	0	53	367	0	56	503
Queue Length 95th (ft)	141	158	76	73	41	0	84	487	0	88	660
Internal Link Dist (ft)		650			673			2611			626
Turn Bay Length (ft)	160		180	290		220	250		200	180	
Base Capacity (vph)	259	481	436	457	421	1583	457	2753	1583	457	2760
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.61	0.59	0.25	0.13	0.03	0.30	0.67	0.03	0.32	0.81
Intersection Summary											

HCM 6th Signalized Intersection Summary

7: Vineyard Rd & Foothills Blvd

AM CUM PLUS PROJ
SILVERADO AND HERITAGE OAKS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	279	243	109	53	51	130	1760	48	139	2098	33
Future Volume (veh/h)	105	279	243	109	53	51	130	1760	48	139	2098	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	294	256	115	56	0	137	1853	0	146	2208	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	423	189	173	327		197	3098		207	3156	50
Arrive On Green	0.08	0.12	0.12	0.05	0.09	0.00	0.06	0.61	0.00	0.06	0.61	0.61
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	3456	5106	1585	3456	5178	82
Grp Volume(v), veh/h	111	294	256	115	56	0	137	1853	0	146	1451	792
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1856
Q Serve(g_s), s	7.4	9.5	14.3	3.9	1.7	0.0	4.7	26.9	0.0	5.0	34.8	34.9
Cycle Q Clear(g_c), s	7.4	9.5	14.3	3.9	1.7	0.0	4.7	26.9	0.0	5.0	34.8	34.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	137	423	189	173	327		197	3098		207	2075	1131
V/C Ratio(X)	0.81	0.69	1.36	0.67	0.17		0.69	0.60		0.70	0.70	0.70
Avail Cap(c_a), veh/h	238	423	189	461	423		461	3098		461	2075	1131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	50.8	52.9	56.0	50.2	0.0	55.5	14.6	0.0	55.4	15.9	16.0
Incr Delay (d2), s/veh	10.6	4.9	190.4	4.3	0.2	0.0	4.3	0.9	0.0	4.3	2.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	4.5	15.7	1.8	0.8	0.0	2.2	10.1	0.0	2.3	13.4	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	55.6	243.3	60.4	50.5	0.0	59.9	15.4	0.0	59.7	17.9	19.6
LnGrp LOS	E	E	F	E	D		E	B		E	B	B
Approach Vol, veh/h	661			171			1990			2389		
Approach Delay, s/veh	129.9			57.1			18.5			21.0		
Approach LOS	F			E			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	20.0	11.2	78.8	13.3	16.8	10.9	79.1				
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0				
Max Green Setting (Gmax), s	16.0	14.3	16.0	54.0	16.0	14.3	16.0	54.0				
Max Q Clear Time (g_c+I1), s	5.9	16.3	7.0	28.9	9.4	3.7	6.7	36.9				
Green Ext Time (p_c), s	0.2	0.0	0.3	16.2	0.1	0.1	0.3	13.8				

Intersection Summary

HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Queues

8: Cook-Riolo Rd & Driveway/Creekview School

AM CUM PLUS PROJ
SILVERADO AND HERITAGE OAKS

Lane Group	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	282	352	776	324	352	355
v/c Ratio	0.71	0.36	1.08	0.28	0.86	0.29
Control Delay	40.5	2.4	87.0	1.3	54.8	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.5	2.4	87.0	1.3	54.8	7.1
Queue Length 50th (ft)	139	0	~479	0	183	70
Queue Length 95th (ft)	165	10	#601	6	219	90
Internal Link Dist (ft)	1176		1098			805
Turn Bay Length (ft)				290	550	
Base Capacity (vph)	481	978	716	1217	408	1244
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.36	1.08	0.27	0.86	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

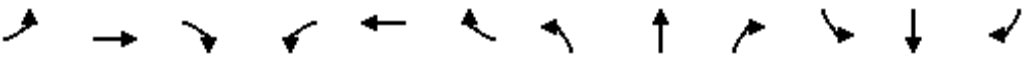
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary 8: Cook-Riolo Rd & Driveway/Creekview School

AM CUM PLUS PROJ
SILVERADO AND HERITAGE OAKS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑	↔	↔	↔	↔
Traffic Volume (veh/h)	0	0	0	200	0	250	0	621	230	250	252	0
Future Volume (veh/h)	0	0	0	200	0	250	0	621	230	250	252	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	282	0	352	0	776	324	352	355	0
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.80	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	2	0	376	0	683	2	752	972	392	1267	0
Arrive On Green	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.40	0.40	0.22	0.68	0.00
Sat Flow, veh/h	0	1870	0	1781	0	1585	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	0	0	0	282	0	352	0	776	324	352	355	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	0	1585	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	12.0	0.0	13.1	0.0	32.5	8.0	15.5	6.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	12.0	0.0	13.1	0.0	32.5	8.0	15.5	6.1	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	376	0	683	2	752	972	392	1267	0
V/C Ratio(X)	0.00	0.00	0.00	0.75	0.00	0.52	0.00	1.03	0.33	0.90	0.28	0.00
Avail Cap(c_a), veh/h	0	416	0	507	0	799	110	752	972	430	1267	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	29.9	0.0	16.8	0.0	24.2	7.6	30.7	5.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.2	0.0	0.6	0.0	41.3	0.2	20.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	5.4	0.0	4.6	0.0	21.9	4.3	8.6	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	34.1	0.0	17.4	0.0	65.5	7.8	50.9	5.3	0.0
LnGrp LOS	A	A	A	C	A	B	A	F	A	D	A	A
Approach Vol, veh/h	0				634				1100			
Approach Delay, s/veh	0.0				24.8				48.5			
Approach LOS					C				D			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.3	37.0		0.0	0.0	59.3		21.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	19.5	32.5		18.0	5.0	36.0		23.0				
Max Q Clear Time (g_c+I1), s	17.5	34.5		0.0	0.0	8.1		15.1				
Green Ext Time (p_c), s	0.2	0.0		0.0	0.0	2.3		1.9				
Intersection Summary												
HCM 6th Ctrl Delay	36.4											
HCM 6th LOS	D											

Queues
9: Walerga Rd & PFE Rd

AM CUM PLUS PROJ
SILVERADO AND HERITAGE OAKS



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	128	419	389	23	160	383	1915	395	53	1895	191
v/c Ratio	1.08	0.91	0.76	0.12	0.42	2.74	0.72	0.40	0.58	0.78	0.23
Control Delay	155.2	60.7	32.6	52.5	36.5	819.6	23.0	5.6	78.7	27.2	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	155.2	60.7	32.6	52.5	36.5	819.6	23.0	5.6	78.7	27.2	6.2
Queue Length 50th (ft)	~111	286	167	8	88	~487	411	34	39	428	19
Queue Length 95th (ft)	#237	#494	#325	22	151	#681	478	98	#101	497	61
Internal Link Dist (ft)	2563		1925		856		2332				
Turn Bay Length (ft)	175		400	180		180		200	180		200
Base Capacity (vph)	119	476	527	215	487	140	2673	978	91	2512	854
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.88	0.74	0.11	0.33	2.74	0.72	0.40	0.58	0.75	0.22
























Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

9: Walerga Rd & PFE Rd

AM CUM PLUS PROJ
SILVERADO AND HERITAGE OAKS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	180	580	22	110	40	360	1800	371	50	1781	180
Future Volume (veh/h)	120	180	580	22	110	40	360	1800	371	50	1781	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	431	351	23	117	43	383	1915	395	53	1895	191
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	480	407	81	275	101	146	2597	806	68	2374	737
Arrive On Green	0.07	0.26	0.26	0.02	0.21	0.21	0.08	0.51	0.51	0.04	0.47	0.47
Sat Flow, veh/h	1781	1870	1585	3456	1305	479	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	128	431	351	23	0	160	383	1915	395	53	1895	191
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	0	1784	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	7.2	23.1	22.0	0.7	0.0	8.1	8.5	30.6	16.9	3.1	32.8	7.6
Cycle Q Clear(g_c), s	7.2	23.1	22.0	0.7	0.0	8.1	8.5	30.6	16.9	3.1	32.8	7.6
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	480	407	81	0	376	146	2597	806	68	2374	737
V/C Ratio(X)	1.04	0.90	0.86	0.29	0.00	0.43	2.63	0.74	0.49	0.78	0.80	0.26
Avail Cap(c_a), veh/h	123	522	443	223	0	490	146	2743	852	94	2596	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	37.3	36.9	49.9	0.0	35.6	47.7	20.1	16.7	49.5	23.6	16.9
Incr Delay (d2), s/veh	91.1	17.4	15.2	1.9	0.0	0.8	751.7	1.0	0.5	23.6	1.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	12.7	10.1	0.3	0.0	3.6	34.2	11.8	6.0	1.8	13.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	139.4	54.7	52.0	51.8	0.0	36.3	799.3	21.1	17.2	73.1	25.3	17.1
LnGrp LOS	F	D	D	D	A	D	F	C	B	E	C	B
Approach Vol, veh/h		910			183			2693			2139	
Approach Delay, s/veh		65.6			38.3			131.2			25.8	
Approach LOS		E			D			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	57.3	6.9	31.1	13.0	52.8	11.7	26.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	55.8	6.7	29.0	8.5	52.8	7.2	28.5				
Max Q Clear Time (g_c+I1), s	5.1	32.6	2.7	25.1	10.5	34.8	9.2	10.1				
Green Ext Time (p_c), s	0.0	17.3	0.0	1.5	0.0	13.5	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	80.2
HCM 6th LOS	F





Notes

User approved volume balancing among the lanes for turning movement.

Intersection

Intersection Delay, s/veh 81.7

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	201	570	0	0	130	500	0	0	0	451	0	82
Future Vol, veh/h	201	570	0	0	130	500	0	0	0	451	0	82
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	245	695	0	0	159	610	0	0	0	550	0	100
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0













Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	411.5	217.1	0	170.2
HCM LOS	F	F	-	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	26%	0%	85%
Vol Thru, %	100%	74%	21%	0%
Vol Right, %	0%	0%	79%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	771	630	533
LT Vol	0	201	0	451
Through Vol	0	570	130	0
RT Vol	0	0	500	82
Lane Flow Rate	0	940	768	650
Geometry Grp	1	1	1	1
Degree of Util (X)	0	1.85	1.399	1.283
Departure Headway (Hd)	14.577	8.452	8.518	8.592
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	442	438	429
Service Time	12.577	6.452	6.518	6.592
HCM Lane V/C Ratio	0	2.127	1.753	1.515
HCM Control Delay	17.6	411.5	217.1	170.2
HCM Lane LOS	N	F	F	F
HCM 95th-tile Q	0	51	28.8	23.4

Queues

12: Walerga Rd & Baseline Rd

AM CUM PLUS PROJ
SILVERADO AND HERITAGE OAKS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	185	2392	11	229	1013	436	22	1446	620	717	1315	620
v/c Ratio	0.55	1.27	0.02	1.15	0.60	0.58	0.14	1.10	1.19	1.25	0.64	0.67
Control Delay	65.2	164.1	0.0	165.7	41.0	11.5	64.7	105.1	138.9	174.1	35.3	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.2	164.1	0.0	165.7	41.0	11.5	64.7	105.1	138.9	174.1	35.3	21.5
Queue Length 50th (ft)	82	~990	0	~124	279	54	9	~538	~567	~413	359	326
Queue Length 95th (ft)	119	#1079	0	#211	345	171	24	#636	#805	#539	420	448
Internal Link Dist (ft)		1373			949			1063			1800	
Turn Bay Length (ft)	325			500		235	250		250	250		350
Base Capacity (vph)	597	1879	661	199	1677	757	199	1311	519	572	2066	1039
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	1.27	0.02	1.15	0.60	0.58	0.11	1.10	1.19	1.25	0.64	0.60

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

























Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary 12: Walerga Rd & Baseline Rd

AM CUM PLUS PROJ
SILVERADO AND HERITAGE OAKS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	2201	10	211	932	401	20	1330	570	660	1210	570
Future Volume (veh/h)	170	2201	10	211	932	401	20	1330	570	660	1210	570
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	185	2392	11	229	1013	436	22	1446	620	717	1315	620
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	1887	586	200	1823	566	86	1317	409	576	2042	746
Arrive On Green	0.07	0.37	0.37	0.06	0.36	0.36	0.02	0.26	0.26	0.17	0.40	0.40
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	185	2392	11	229	1013	436	22	1446	620	717	1315	620
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	7.3	51.0	0.6	8.0	22.0	33.7	0.9	35.6	35.6	23.0	28.7	46.9
Cycle Q Clear(g_c), s	7.3	51.0	0.6	8.0	22.0	33.7	0.9	35.6	35.6	23.0	28.7	46.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	244	1887	586	200	1823	566	86	1317	409	576	2042	746
V/C Ratio(X)	0.76	1.27	0.02	1.14	0.56	0.77	0.26	1.10	1.52	1.24	0.64	0.83
Avail Cap(c_a), veh/h	601	1887	586	200	1823	566	200	1317	409	576	2042	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.0	43.5	27.6	65.0	35.6	39.4	66.0	51.2	51.2	57.5	33.5	31.8
Incr Delay (d2), s/veh	4.8	124.8	0.0	107.4	0.4	6.4	1.6	56.0	244.6	124.3	0.7	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	43.0	0.2	6.5	9.2	14.1	0.4	21.9	41.9	20.0	12.0	19.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.8	168.3	27.6	172.4	36.0	45.8	67.6	107.2	295.8	181.8	34.2	39.7
LnGrp LOS	E	F	C	F	D	D	E	F	F	F	C	D
Approach Vol, veh/h	2588				1678				2088			
Approach Delay, s/veh	160.5				57.1				162.8			
Approach LOS	F				E				F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	42.0	12.0	57.0	7.4	61.6	13.7	55.3				
Change Period (Y+Rc), s	4.0	6.4	4.0	6.0	4.0	6.4	4.0	6.0				
Max Green Setting (Gmax), s	23.0	35.6	8.0	51.0	8.0	50.6	24.0	35.0				
Max Q Clear Time (g_c+I1), s	25.0	37.6	10.0	53.0	2.9	48.9	9.3	35.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.4	0.5	0.0				

Intersection Summary




HCM 6th Ctrl Delay	116.7
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th TWSC
13: Brady/Brady Ln & Project Access













AM CUM PLUS PROJ
SILVERADO AND HERITAGE OAKS

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	38	13	140	100	10
Future Vol, veh/h	33	38	13	140	100	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	41	14	152	109	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	295	115	120	0	-	0
Stage 1	115	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	696	937	1468	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	689	937	1468	-	-	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.9	0.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1468	-	818	-	-	
HCM Lane V/C Ratio	0.01	-	0.094	-	-	
HCM Control Delay (s)	7.5	0	9.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

HCM 6th Signalized Intersection Summary

11: N. Antelope Rd & PFE Rd

AM CUM PLUS PROJ
SILVERADO AND HERITAGE OAKS

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	510	581	431	130	550	1140
Future Volume (veh/h)	510	581	431	130	550	1140
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	560	638	474	143	604	1253
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	688	583	566	1141	424	755
Arrive On Green	0.37	0.37	0.16	0.61	0.24	0.24
Sat Flow, veh/h	1870	1585	3456	1870	1781	3170
Grp Volume(v), veh/h	560	638	474	143	604	1253
Grp Sat Flow(s),veh/h/ln	1870	1585	1728	1870	1781	1585
Q Serve(g_s), s	20.0	27.2	9.8	2.4	17.6	17.6
Cycle Q Clear(g_c), s	20.0	27.2	9.8	2.4	17.6	17.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	688	583	566	1141	424	755
V/C Ratio(X)	0.81	1.09	0.84	0.13	1.42	1.66
Avail Cap(c_a), veh/h	688	583	617	1169	424	755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	23.4	29.9	6.1	28.2	28.2
Incr Delay (d2), s/veh	7.4	65.4	9.3	0.0	204.0	302.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	19.3	4.5	0.7	30.8	37.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.5	88.7	39.2	6.1	232.2	330.9
LnGrp LOS	C	F	D	A	F	F
Approach Vol, veh/h	1198			617	1857	
Approach Delay, s/veh	60.6			31.5	298.8	
Approach LOS	E			C	F	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	23.0		17.9	33.0	50.9	
Change Period (Y+Rc), s	5.4		5.8	5.8	5.8	
Max Green Setting (Gmax), s	17.6		13.2	27.2	46.2	
Max Q Clear Time (g_c+I1), s	19.6		11.8	29.2	4.4	
Green Ext Time (p_c), s	0.0		0.3	0.0	0.7	
Intersection Summary						
HCM 6th Ctrl Delay			176.2			
HCM 6th LOS			F			
Notes						
User approved pedestrian interval to be less than phase max green.						
User approved volume balancing among the lanes for turning movement.						

Queues

AM CUM PLUS PROJ

2: Brady Ln & Baseline Rd

mitigated



Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	2158	38	1161	194
v/c Ratio	0.89	0.29	0.43	0.80
Control Delay	18.6	45.7	3.9	49.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	18.6	45.7	3.9	49.7
Queue Length 50th (ft)	523	21	87	70
Queue Length 95th (ft)	#777	52	112	#186
Internal Link Dist (ft)	2983		257	1000
Turn Bay Length (ft)		200		
Base Capacity (vph)	2503	133	3001	253
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.86	0.29	0.39	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

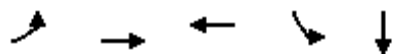
2: Brady Ln & Baseline Rd

AM CUM PLUS PROJ
mitigated

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↘		↙	↑↑	↖	
Traffic Volume (veh/h)	1984	44	36	1091	71	111
Future Volume (veh/h)	1984	44	36	1091	71	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	2111	47	38	1161	76	118
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	2358	52	62	2724	72	111
Arrive On Green	0.66	0.66	0.03	0.77	0.11	0.11
Sat Flow, veh/h	3648	79	1781	3647	646	1003
Grp Volume(v), veh/h	1051	1107	38	1161	195	0
Grp Sat Flow(s),veh/h/ln	1777	1856	1781	1777	1658	0
Q Serve(g_s), s	41.4	42.2	1.8	9.6	9.4	0.0
Cycle Q Clear(g_c), s	41.4	42.2	1.8	9.6	9.4	0.0
Prop In Lane		0.04	1.00		0.39	0.61
Lane Grp Cap(c), veh/h	1179	1231	62	2724	184	0
V/C Ratio(X)	0.89	0.90	0.61	0.43	1.06	0.00
Avail Cap(c_a), veh/h	1219	1273	130	2940	184	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.8	11.9	40.4	3.4	37.7	0.0
Incr Delay (d2), s/veh	8.4	8.7	9.4	0.1	83.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.8	16.8	0.9	2.3	8.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.2	20.6	49.7	3.5	121.5	0.0
LnGrp LOS	C	C	D	A	F	A
Approach Vol, veh/h	2158			1199	195	
Approach Delay, s/veh	20.4			5.0	121.5	
Approach LOS	C			A	F	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	14.0		8.8	62.1	70.8	
Change Period (Y+Rc), s	4.6		5.8	5.8	5.8	
Max Green Setting (Gmax), s	9.4		6.2	58.2	70.2	
Max Q Clear Time (g_c+I1), s	11.4		3.8	44.2	11.6	
Green Ext Time (p_c), s	0.0		0.0	12.1	12.0	
Intersection Summary						
HCM 6th Ctrl Delay			20.7			
HCM 6th LOS			C			
Notes						

Queues
6: Vineyard Rd & Brady Ln

AM CUM PLUS PROJ
mitigated



Lane Group	EBL	EBT	WBT	SBL	SBT
Lane Group Flow (vph)	72	1023	339	119	42
v/c Ratio	0.33	0.81	0.34	0.63	0.05
Control Delay	29.6	12.6	8.2	44.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	12.6	8.2	44.2	0.1
Queue Length 50th (ft)	24	186	59	41	0
Queue Length 95th (ft)	58	292	100	#112	0
Internal Link Dist (ft)		3020	650		315
Turn Bay Length (ft)	200				
Base Capacity (vph)	232	1517	1432	190	829
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.31	0.67	0.24	0.63	0.05




















Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

6: Vineyard Rd & Brady Ln

AM CUM PLUS PROJ
mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	880	0	0	200	91	0	0	0	102	0	36
Future Volume (veh/h)	62	880	0	0	200	91	0	0	0	102	0	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	1023	0	0	233	106	0	0	0	119	0	42
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	1249	0	4	572	260	0	182	0	336	0	154
Arrive On Green	0.07	0.67	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.10	0.00	0.10
Sat Flow, veh/h	1781	1870	0	1781	1217	554	0	1870	0	1781	0	1585
Grp Volume(v), veh/h	72	1023	0	0	0	339	0	0	0	119	0	42
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	0	1771	0	1870	0	1781	0	1585
Q Serve(g_s), s	1.7	17.8	0.0	0.0	0.0	5.6	0.0	0.0	0.0	2.9	0.0	1.1
Cycle Q Clear(g_c), s	1.7	17.8	0.0	0.0	0.0	5.6	0.0	0.0	0.0	2.9	0.0	1.1
Prop In Lane	1.00		0.00	1.00		0.31	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	1249	0	4	0	832	0	182	0	336	0	154
V/C Ratio(X)	0.61	0.82	0.00	0.00	0.00	0.41	0.00	0.00	0.00	0.35	0.00	0.27
Avail Cap(c_a), veh/h	290	1911	0	250	0	1769	0	313	0	461	0	265
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.1	5.4	0.0	0.0	0.0	7.7	0.0	0.0	0.0	19.3	0.0	18.5
Incr Delay (d2), s/veh	5.0	1.7	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.6	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.4	0.0	0.0	0.0	1.6	0.0	0.0	0.0	1.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	7.1	0.0	0.0	0.0	8.0	0.0	0.0	0.0	19.9	0.0	19.5
LnGrp LOS	C	A	A	A	A	A	A	A	A	B	A	B
Approach Vol, veh/h	1095					339		0		161		
Approach Delay, s/veh	8.3					8.0		0.0		19.8		
Approach LOS	A					A				B		
Timer - Assigned Phs	2		3	4	6		7	8				
Phs Duration (G+Y+Rc), s	8.9		0.0	35.3	8.9		8.7	26.6				
Change Period (Y+Rc), s	4.6		5.8	5.8	4.6		5.8	5.8				
Max Green Setting (Gmax), s	7.4		6.2	45.2	7.4		7.2	44.2				
Max Q Clear Time (g_c+I1), s	0.0		0.0	19.8	4.9		3.7	7.6				
Green Ext Time (p_c), s	0.0		0.0	9.8	0.1		0.0	2.3				
Intersection Summary												
HCM 6th Ctrl Delay			9.4									
HCM 6th LOS			A									