

ATTACHMENT 1

Action Plan: Table A-3 ---Action Step CA-2 EXCERPT---

General Plan Policy Action Steps – Circulation Element

Action Step #	Description	Applies to Policy(s)	Responsible Dept.	Decision-Maker	Timing Target	Funding Source
CA-2	<p>A diminished Level of Service (LOS) recognized by Policy C-10.B shall be acceptable upon findings of the approving body based upon the following considerations.</p> <p>a. Interim situations described as follows:</p> <p>1) A Local Interim Situation - shall relate to the size and scope of the project, but in general shall mean until planned CIP improvements shown to improve the Level of Service to “C” or better are fully implemented. Construction of planned CIP improvements must be programmed within the current five-year increment of the CIP or is planned for construction within the first two years of the next five-year phase.</p> <p>2) A Regional Interim Situation may be found for projects in the CIP requiring regional funding. LOS worse than “C” may be allowed on an interim basis that exceeds 7 years due to the availability of funding.</p> <p>3) The timeframe for installation of improvements applied by the City as projects are approved must be within the ranges outlined above. However, this does not preclude decision makers from requiring that developers complete the installation of CIP improvements sooner than programmed if reduced Levels of Service are considered unacceptable at specific locations for those durations. In cases where CIP improvements are required to be implemented in advance by an individual developer, the City will consider entering into appropriate reimbursement agreements.</p> <p>b. Street improvements will be considered infeasible if:</p>	C-10	<p>Planning</p> <p>Engineering</p>	<p>Planning Commission</p> <p>City Council</p>	Ongoing	<p>Application Fees</p> <p>General Fund</p>

<p>1) A specific improvement within Rocklin or in another jurisdiction outside of Rocklin’s control is considered unacceptable to the City because it would create unusual economic, legal, social, technological, physical or other similar burdens and considerations.</p> <p>2) The solution requires improvements in Rocklin involving facilities that are under the control of another entity such as Caltrans, and the City and that agency cannot come to agreement regarding the design and extent of the improvements that are needed.</p> <p>3) Other specific circumstances as determined by the approving body.</p> <p>c. Improvements to the following intersections have been found infeasible consistent with the methodology outlined in General Plan Action Step CA-2(b)(1) above:</p> <ul style="list-style-type: none"> • Blue Oaks Boulevard/Lonetree Boulevard • Sunset Boulevard/Springview/Third Street • Sunset Boulevard/Lonetree Boulevard/West Stanford Ranch Road • Whitney Ranch Parkway/Wildcat Boulevard • Sunset Boulevard/Atherton Drive/University Avenue • Whitney Ranch Parkway/University Avenue <p>d. Acknowledging the reality that growth in the region is likely to create level of service impacts on the Rocklin street system which the traffic modeling included in the General Plan EIR cannot predict, diminished levels of service are anticipated to be identified in the future at signalized intersections which connect directly to street systems controlled by other jurisdictions, or which are on streets that function regionally in nature, or which are within one mile from direct access to Interstate 80 or State Route 65. The following list of intersections meet that criteria and are likely to be</p>				
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	<p>impacted, even though feasible mitigation measures were identified at the time of the preparation of the General Plan EIR traffic analysis (except for those intersections identified as being impacted in the Supercumulative condition):</p> <ul style="list-style-type: none"> • Granite Drive/Dominguez Road • Lonetree Boulevard/Grand Canyon Drive • Lonetree Boulevard/Redwood Drive • Pacific Street/Rocklin Road • Pacific Street/Sunset Boulevard • Rocklin Road/Interstate 80 Interchange • Rocklin Road/Granite Drive • Sierra College Boulevard/Dominguez Road • Sierra College Boulevard/Rocklin Road • Sunset Boulevard/Blue Oaks Boulevard • Sunset Boulevard/Park Drive • Sunset Boulevard/Fairway Drive • Sunset Boulevard/West Oaks Boulevard • Sunset Boulevard/Whitney Boulevard • West Stanford Ranch Road/West Oaks Boulevard • West Stanford Ranch Road/Sunset Boulevard • Whitney Boulevard/Crest Drive • Whitney Ranch Parkway/State Route 65 Interchange • Whitney Ranch Parkway/Wildcat Boulevard • Pacific Street/Del Mar Avenue/Dominguez Road • Pacific Street/Farron Street • Sunset Boulevard/Pacific Street • Sunset Boulevard/Atherton Drive/University Avenue • Stanford Ranch Road/Crest Drive • Any other signalized intersection which connects directly to street systems controlled by other jurisdictions, or which are on streets that function regionally in nature, or which are within one mile from direct access to Interstate 80 or Highway 65 (Whitney Ranch Parkway/University Avenue) 				
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<p>Though the mitigation measures for these intersections set forth in the General Plan EIR will be included in the City's Capital Improvement Program and are anticipated to be constructed, additional mitigation measures imposed upon Rocklin development projects to mitigate extra territorial traffic impacts would impose undue economic, social and physical burdens on Rocklin development projects. Therefore, the City accepts a post mitigation diminished level of service at the listed signalized intersections which connect directly to street systems controlled by other jurisdictions, or which are on streets that function regionally in nature, or which are within one mile from direct access to Interstate 80 or State Route 65. Nothing in this subsection shall be deemed to relieve a development project in an adjacent jurisdiction creating traffic impacts on the Rocklin street system from analyzing those impacts and implementing mitigation measures in compliance with General Plan Policy C-10.C.</p>				
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