

**Letter 86**

**David Mohlenbrok**

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**From:** Janet Dunlap [janetclair@yahoo.com]  
**Sent:** Saturday, January 21, 2006 7:43 AM  
**To:** David Mohlenbrok  
**Subject:** The Draft EIR

Dear Mr Mohlenbrok:

86-1

I am writing to request an extension of the comment period from the current 45 days to a period of 60 days. Due to the size of the Draft EIR, larger than the last one, I believe the ordinary citizen will need as much time as possible to go through all of this information. I understand that at the time the last DEIR was released, the city was amenable to granting this extension.

Thank you for your consideration.

Sincerely,  
Janet Dunlap  
915 Marvin Gardens Way  
Rocklin 95765

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02/22/2006

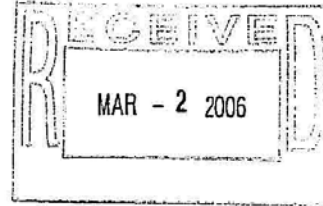
**LETTER 86: DUNLAP, JANET (JANUARY 21, 2006)**

**Response to Comment 86-1**

As a result of this and other comments received during the comment period, the comment period for the DEIR was extended nine days ending March 15<sup>th</sup>, 2006.

## Letter 87

Mr. David Mohlenbrok  
City of Rocklin Community  
Development Department  
3970 Rocklin Road  
Rocklin CA 95677



March 1, 2006

Re: Comment on the RDEIR of January 2006  
For Clover Valley Subdivision Project

87-1

First, considering the impacts to flora, fauna, air pollution, safety, noise, property values, and disruption of quality of life in two areas of the city, it is mind boggling to think that the City would proceed with this project. Throughout the document the City admits there will be significant impact in all these areas and still indicates support for the project. This is stunning!

My comments will be in 4 areas: 4.4 Transportation & Circulation, 4.5 Air Quality, 4.6 Noise, 4.7 Cultural and Paleontological Resources

87-2

4.4

I take issue with the lack of clear traffic impacts to the Park Drive corridor between two points: Boulder Ridge Park and Sunset Blvd.

87-3

4.4-1

Existing PM Peak Commuter Hour Intersection Operating Condition #16, Park Dr. and Valley View Parkway, indicates: data not available. That's because Valley View Pkwy does not exist. So, why was there no data on the existing intersections of Wyckford and Victory Drives and Stanford Ranch Road. A traffic study was done during the first two weeks of January 2006 on Park Dr. between Victory Dr. and Stanford Ranch Rd. What was the result of this study? Did the City measure speeds or volumes or both? That information is important and I ask that the data be added to the EIR.

87-4

4.4-3

Existing PM Peak Hour Intersection Volumes: Again, using Valley View Pkwy and Park Dr. and saying data not available. This appears to be a deliberate attempt to change the focus from the main intersections in Stanford Ranch.

In section 4.2-9 under Standards of Significance it says, a land use impact may be considered to be significant if the project would do the following: disrupt or divide the physical arrangement of an established community. I maintain that allowing Park Drive to carry the additional traffic from the project plus the thousands of additional vehicles from Lincoln and Loomis will do just that. Park will become an expressway dividing Stanford Ranch resulting in disruption and damage with regard to safety, noise, air quality and property values to this half of the city of Rocklin. Therefore, the Valley View Parkway would be in violation of this standard.

## Letter 87 cont'd

- 87-5 4.4-4  
Existing Daily Traffic Volumes: The figure shown is 19,700. Does that figure represent the volume for the current length of Park Drive? If so, adding 16,000 additional trips (traffic from Lincoln) would bring the volume to 35-36 thousand and yet, the Rocklin General Plan Circulation Element says the City of Rocklin adopted a policy stating, "average daily traffic volumes on existing collector streets with residential frontage in excess of 12 thousand vehicles are considered to be a significant impact." Policy 13 requires the City to maintain a minimum traffic level of service C for all streets and intersections, except for intersections located within ½ mile of direct access to an interstate freeway, where a level of service D will be acceptable." Thirty five thousand vehicles traveling through the Park Dr. corridor from Boulder Ridge Park area to Sunset Blvd. would not even meet service level D and, are not within that "1/2 mile direct access to a freeway." This appears to be a clear violation of City traffic policy. Why would you permit this violation?
- 87-6 4.4-4  
"The intersections are usually critical elements of the roadway system in assuring adequate capacity, minimizing delays, maximizing safety, and minimizing environmental impacts." So why then did the City have DKS Associates analyze Park Drive and the non existent Valley View Parkway? How could they analyze what is not there? Why wasn't the analysis done at the intersections of Wyckford, Victory and Stanford Ranch in order to truly judge the environmental and safety impacts? This is not a valid study when the data, or lack of, is based upon conditions that are "N/A" for that non-existent intersection. It seems that the City has engaged in subterfuge here.
- 87-7 4.4-5  
Estimated Project Trip Distribution: The diagram indicates the existing figure plus the project at 27%. I did not find a figure that represented the additional vehicle trips that will occur from Lincoln or Loomis, only the additional vehicle trips by the residents of Clover Valley Estates. That number appears less significant than the numbers would if Lincoln/Loomis traffic were added to this count, again incomplete data. Please explain what the projected traffic numbers from those two communities using Valley View Pkwy and Park Dr. will be.
- 87-8 4.4-17  
Existing Daily Two Way Traffic Volumes: Were counted at 14 locations in May of 2005. Traffic has greatly increased between that date and January 2006 so the 2005 data is not really relevant. If the City was able to get a quick one day survey of the whole of Clover Valley by a paleontologist on January 5, 2006, why wasn't a traffic study done on Park Drive? BUT, a study WAS done during the first two weeks of January 2006 on Park Drive between Victory Drive and Stanford Ranch Road. Why wasn't this study included in the DEIR?

**Letter 87  
cont'd**

- 87-9 4.5  
Air Quality: The City's Air Quality Policy 25, in the General Plan, is to coordinate and cooperate with the Placer Co. Air Pollution District in the development of stationary and mobile source control measures. What does this mean with respect to the Valley View Parkway? What mobile source control measures will the City implement? Are these "mobile sources" of pollution, vehicles?
- 87-10 The DEIR states under Sensitive Receptors (People?) that children and the elderly, schools, convalescent homes and residential areas are considered to be more sensitive to poor air quality because the young and elderly are more susceptible to respiratory infections and other air quality related health problems. The same section of the DEIR says, "although exposure periods are generally short, exercising places high demand on respiratory functions, which can be impaired by air pollution." How will the City prevent these impacts to children participating in sports, lunch and recess at Granite Oaks, Rocklin High, Twin Oaks Elementary and the Phoenix Daycare School, all of which are within a 2 mile range of each other on Park Drive? How will the City prevent increased air pollution impacts to Villa Serena and Casa De Santa Fe, also within the same 2 miles or the seniors living up the hill on Park Drive in Springfield? Does the City have a site specific plan for the Park Drive corridor to prevent increased air pollution if the Valley View Parkway goes forward? This is a particularly sensitive area of the City with regard to air pollution. Children are outdoors during lunch and PE and classes from the high school, in aerobic walking and cross country, use Park Dr. as part of their travel route. Many adults walk and run along Park Dr. for exercise. It is imperative that the City provide data for this area, which is a shallow valley where most of the pollution from the increased traffic using Valley View Parkway, to travel on Park, will settle.
- 87-11 4.51-3  
Says... "The project would change traffic on the local street network, changing carbon monoxide levels along roadways used by project traffic. Concentrations of this gas are highest near intersections of major roads." Yet I see no data for current levels or projected levels of carbon monoxide for the intersections of Park, Wyckford and Victory drives and Stanford Ranch Road. Why? A current, 2006, examination of carbon monoxide, NOX, and PM10, must be presented to the public for the above areas, including the projected impact of increased levels due to additional traffic from Lincoln using Valley View Parkway.

**Letter 98  
cont'd**

- 87-12 4.5mm-2(d)  
The mitigation measures to provide a 40 percent offset of new emissions are absurd! "Reduction of emissions associated with landscape management by landscaping, with native drought-resistant species." Does this mean no lawns? How do drought resistant plants impact auto emissions? Huge Oak trees do! "Requiring electrical outlets in fronts and rears of homes for the use of electrical landscape equipment." Will there be any way to enforce the use of electrically powered equipment or is this just "encouragement?" These future homeowners in Clover Valley Estates will, no doubt, be hiring landscapers to maintain their properties so what kind of mitigation is this? Since when do home appliances and energy efficient windows help to prevent auto emission pollution? These are not mitigations!
- 87-13 4.5-5  
Only predicts carbon monoxide concentrations on Sierra College Blvd. What about other areas of Rocklin?
- 87-14 4.51-4  
States: "The project would also cumulatively contribute to regional air quality health effects through emissions of criteria and mobile source toxic air contaminants." The 2<sup>nd</sup> paragraph: "studies have shown that children who participate in several sports and live in communities with high ozone levels were more likely to develop asthma than children living in areas with less ozone pollution." Why does the DEIR not address this concern for Stanford Ranch? The 3<sup>rd</sup> paragraph, last sentence; "the long-term cumulative air quality impacts of the project would therefore be considered significant." Last paragraph, Mitigation Measures: says "however, the cumulative impacts would remain significant and unavoidable." The impacts ARE avoidable if the Council votes, NO Project.
- 87-15 4.6  
Noise: The DEIR presents various misleading mitigations for the noise of possibly 35,000 vehicle trips on Park Drive. Sound walls are presented as lowering decibel levels but presently they exist in only a few locations along the totality of Park Drive. There are no sound walls between Crest Drive and Sunset Blvd. that would lower this noise pollution. There are no sound walls blocking the traffic noise for the sick and elderly at Casa De Santa Fe and Villa Serena, none for Park Place Condominiums, none for the San Marin Development or other homes adjacent to Twin Oaks Park. There are no sound walls for Granite Oaks Middle School class rooms and play areas. Does the City intend to erect stone sound walls for the entire length of these areas of Park Drive, in effect, creating a sound wall canyon through Stanford Ranch? Who will pay for this? Please present a plan, price and timeline for this mitigation. The numbers manipulations in the DEIR to adjust the decibel levels downward while increasing the vehicle trips is disingenuous and appears designed to confuse the average citizen trying to make sense of this report.

## Letter 87 cont'd

- 87-16 4.6-2  
This table indicates traffic noise levels at 100 ft from the road center lines and the short term monitoring locations, again, done at Park Drive and the non existing Valley View Parkway. Do you intend to provide a study for the area between Boulder Ridge Park and Sunset Blvd? Was this an oversight?
- 87-17 4.6-8  
According to the 1991 General Plan, uses considered sensitive to noise include single family dwellings, apartments, schools and nursing or convalescent homes. "For this analysis, noise impacts associated with the proposed projects would be considered potentially significant if they: create a substantial , temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project." Please explain how this is not a clear violation of the City's General Plan. What mitigations are available to seniors living at Villa Serena or Casa De Santa Fe, or to residents of Park Place?
- 87-18 4.7-31  
Cultural Resources states that a one day field survey on January 5, 2006 was done by Bruce Hanson on a day when recent rains had left the creek high. This survey is completely inadequate and by no stretch of the imagination meets the definition of a new survey, which many opponents of the project requested. Modern archeological survey methods include ground radar as a means of determining what is under the surface while being sensitive to human remains. A new valley wide survey is necessary in order to adequately assess the true value of what is hidden beneath this valley floor. The mitigation for protection of these, as yet undiscovered, treasures is that the developer will hire a specialist. This has the effect of using the fox to guard the hen house. This is unacceptable! The project should have a qualified archeologist/paleontologist, NOT in the employ of the developer, monitoring the project
- 87-19 4-7MM-4 (a): "in considering whether to impose any more stringent mitigation measures, the City shall consider the potential cost to the applicant and"---. Why is the City more protective of the developer's bottom line instead of protecting the value of the site for the citizens of Rocklin? If it costs the developer more money, that's his cost/risk of doing business. It should not be the concern of the City. It also states, "Where a discovered cultural resource is neither a Native American artifact, a Native American site, a historical resource, nor a unique archeological resource, the City shall not require any additional mitigation." What kind of ambiguous language is this? What is a cultural resource if it is not one of these items?

**Letter 87  
cont'd**

87-20

4.71-5 2<sup>nd</sup> paragraph: The off handed manner in which loss of cultural and paleontological resources is shrugged off as less than significant, with watered down mitigations, is shocking! Even though in the first paragraph the resources are categorized as, "unique and non-renewable" and that they are destroyed, "in many cases before the information.....can be reviewed, recorded, and interpreted," the City is willing to bend over backward and look the other way in every instance for this project?

87-21

In closing, I urge the City Council to put the welfare of all the citizens of Rocklin ahead of this project. In every section of the DEIR the impacts of the project are admitted to be SIGNIFICANT to the valley and to our community and consistently said to be mitigate able. There are no teeth in most of the mitigations, many of which are left to the developer to enforce, and once the project is begun, repair of the quality of life in Rocklin will be impossible. I urge the Council to join with the cities of Loomis and Lincoln in working toward a regional park with the object of bringing the state Native American Museum, now in Sacramento, to where it really belongs---Clover Valley. The city will only gain in prestige and value from this scenario and could incorporate this tourist attraction into the Downtown Project with an addition to the Rocklin History Museum.

Please, do the right thing and vote NO Project!

Sincerely,  
Janet Dunlap  
915 Marvin Gardens Way  
Rocklin 95765



**LETTER 87: DUNLAP, JANET (MARCH 1, 2006)**

**Response to Comment 87-1**

This is an introductory comment and does not directly address the adequacy of the EIR.

**Response to Comment 87-2**

Please refer to the response to comments 28-1 and 84-1.

**Response to Comment 87-3**

Please refer to the response to comment 28-1 and Section 3 of Master Response 4 - Traffic.

**Response to Comment 87-4**

In regard to the commenter's concerns related to the impacts related to traffic volumes along Park Drive and Valley View Parkway, please refer to the response to comment 28-1. Additionally, please note that the Valley View Parkway is included in the General Plan and the construction of the Valley View Parkway is part of the GP buildout. Therefore, impacts related to increased traffic from the Loomis/Lincoln areas are not considered to be solely impacts of this project.

**Response to Comment 87-5**

The commenter asserts that the traffic volume on Park Drive will be 35,000 to 36,000 vehicles per day, but provides no basis for this forecast. Please refer to the response to comment 28-1 for additional traffic volume information. Violations to the City's LOS policy on Park Drive are not anticipated because of this project. Park Drive is classified in the City's General Plan as a four lane arterial, not a collector street with residential frontage.

**Response to Comment 87-6**

The N/A intersection was included within the table to permit easy comparison between the tables. Also, please refer to the response to comment 28-1.

**Response to Comment 87-7**

Please refer to the response to comment 19-15.

**Response to Comment 87-8**

Please refer to the response to comment 28-1 and Section 3 of Master Response 4 - Traffic. The traffic analysis considers cumulative impacts through the year 2025, including growth that has occurred since the daily traffic counts were collected.

**Response to Comment 87-9**

See Master Response 5 – Air Quality.

**Response to Comment 87-10**

See Response to Comment 39-7.

**Response to Comment 87-11**

See Response to Comment 39-7. The carbon monoxide impact evaluation was a worst-case analysis focusing on locations where the ambient air quality standard for carbon monoxide was most likely to be exceeded. Per the impact discussion under 4.5I-3, intersections analyzed for CO where those operating at LOS D or worse.

**Response to Comment 87-12**

See Response to Comment 2.9 for changes to the wording of mitigation measure 4.5MM-2(d). Use of native drought-resistant plants would conserve energy by reducing use of maintenance equipment. Mitigation Measure 4.5MM-2(d) largely addresses area sources, not automobile emissions, which are addressed under Mitigation Measure 4.5-2(a) through 4.5-2(c). The installation of outdoor electrical outlets is an encouragement to utilize electrical powered equipment, and the use of electrical powered equipment cannot be enforced. However, unless such outlets are provided, use of electrical powered equipment cannot occur.

**Response to Comment 87-13**

See Response to Comment 39-7.

**Response to Comment 87-14**

The quantitative analysis of impacts related to the number of individuals that may be afflicted by air-quality related maladies as a result of any developments is not feasible. However, the air quality standards set forth in the standards of significance in the DEIR include the relevant state and local regulations relating to air quality. These standards are set forth to ensure that air quality levels are at acceptable levels so that health risks are minimized. Therefore, though health risks are not specifically addressed, the air quality standards serve as a provision to ensure that air quality impacts will not fall to unsafe levels.

### **Response to Comment 87-15**

Although sound walls are not located along the totality of Park Drive, sound walls currently exist at the residences primarily affected by the traffic noise level increase associated with this project (nearest to Valley View Parkway). Additional sound walls along portions of Park Drive substantially distanced from Valley View Parkway would not be required, as project traffic would be diluted with increasing distance from the project area.

### **Response to Comment 87-16**

Traffic noise in this area was evaluated in the assessment of existing and future project-related noise levels along Pacific Street. See Tables 4.6-4 and 4.6-5.

### **Response to Comment 87-17**

Significant traffic noise level increases were identified as impacts at the uses considered “sensitive to noise” by the General Plan.

### **Response to Comment 87-18**

Bruce Hanson was conducting a paleontological study in January 2006, not archeological. Measures for the archeological resources will be included in the federal management documents, see Master Response 7 – Cultural Resources.

### **Response to Comment 87-19**

The entirety of the section quoted by the commenter states that “the City shall consider the potential cost to the applicant and any implications that additional mitigation may have for project design and feasibility.” As this sentence clearly states, the City will consider the full impacts associated with increased mitigation including issues that may disrupt the feasibility of the proposed project. As with this Draft EIR, the feasibility and goals of the project are weighed against the potential impacts. This statement does not say that additional mitigation will not be applied, merely that the City will take all factors into account when choosing additional mitigation if additional mitigation is required. Public Resources Code § 21083.2 requires the City to take into consideration Developer’s costs of mitigating impacts to cultural resources.

The language in mitigation measure 4.7MM-4(a) is not ambiguous as it names all circumstances under which any cultural resources discovered on the proposed project site would be considered to be protected under state and federal law. The language is not ambiguous, rather it is explicitly all encompassing. Public Resources Code § 21083.2(h) defines “nonunique archaeological resource” and provides that such resources, once recorded, do not merit further consideration.

**Response to Comment 87-20**

Section 4.7I-5 of the RDEIR makes a general statement that, in some cases, unique cultural resources are destroyed before the information they can provide is extracted. The Clover Valley project stands in stark contrast to that general statement. Clover Valley has been the subject of three archaeological surveys, the project site plan has been redesigned to avoid the most sensitive sites, and all impacts to resources that comprise the archaeological district are being reviewed and subject to management and treatment plans developed pursuant to the federal NHPA Section 106 process. See Master Response 7 – Cultural Resources.

**Response to Comment 87-21**

This is a concluding comment which state's the commenter's opposition to the proposed project and does not question the adequacy of the EIR.

**Letter 88**

City of Rocklin  
City Council Members  
Re: Proposed Clover Valley Development

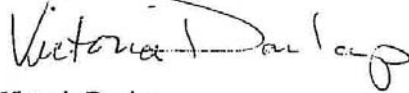
3/4/06

To Whom it May Concern,

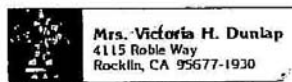
88-1

I'm concerned about all the added traffic problems & congestion, the lack of open space, and the eradication of wild life. Our streams become polluted, crime rises, and tax payers will pay. With historical & cultural sites abounding in this area, why not put it to the people for a vote to buy this land & preserve it for education, field trips, science, nature hikes. Taxpayers would rather pay for a natural park to visit, hike, learn & relax in, than for all the other services we will end up paying for if this area is developed. Please work with the people and help us save this area from becoming paved over.

Thank you for your time,



Victoria Dunlap  
Rocklin



SACRAMENTO CA 957

04 MAR 2006 PM 6 T

City of Rocklin  
City Council Members  
3970 Rocklin Rd  
Rocklin, CA. 95777

**LETTER 88: DUNLAP, VICTORIA**

**Response to Comment 88-1**

The EIR notes that the proposed project would result in significant and unavoidable impacts in Aesthetics, Traffic and Circulation, Air Quality and biological resources. If the project were approved, the City Council would be required to issue a statement of overriding consideration, acknowledging these impacts and explaining the reasoning behind their determination that the benefits of the proposed project would outweigh the impacts.

Letter 89

CLOVER VALLEY  
LARGE AND SMALL LOT TENTATIVE SUBDIVISION MAP PROJECT  
RECIRCULATED ENVIRONMENTAL IMPACT REPORT (EIR)  
PUBLIC HEARING

COMMENT FORM

To be added/corrected on our mailing list and/or to document the author of comments received, please provide the following information. Thank you.

Name: David and Kristi Ehrhardt  
Address: 2706 Ashland Court, Rocklin  
Organization: None

Please provide us with your written comments on the scope of the EIR by **5:00 pm, Monday, March 6, 2006.**

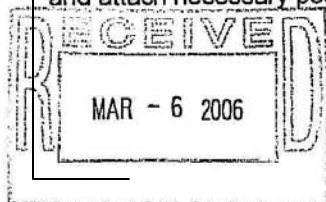
89-1  
The  
EIR

89-2

89-3

89-4

My husband and I have two young children whose needs and activities keep us very busy, so consequently we have not been able to read the very long EIR. We know everyone is busy these days but we were appalled to hear at the recent meeting that only one of our city council members had read it in its entirety. How can you approve or disapprove this project without knowing all the facts? The Indian history of this land cannot be ignored and pushed aside. It would be a disgrace for Rocklin. In the EIR no real protection is put in place for all these sites. Problems with traffic at certain intersections and merges along the proposed Valley View Parkway are admitted but solutions <sup>are</sup> said to be needed in the future. Don't let these developers make their millions and then leave us with lots of problems in the future. We don't want less houses on Clover Valley we want no houses! Rocklin is becoming just like the Bay Area we tried to leave behind 5 years ago. And no our house (Prior to mailing this form, please fold form so that address on back is clearly visible, and attach necessary postage)



was not "new" when we moved here so we're not being hypocrites, thanks for listening to all of this.  
Dave and Kristi Ehrhardt

**LETTER 89: EHRHARDT, DAVID AND KRISTI**

**Response to Comment 89-1**

Comment noted. This comment states the commenter's opinions regarding the project and does not address the adequacy of the EIR.

**Response to Comment 89-2**

The Cultural and Paleontological Resources chapter of the EIR recognizes that the development of the proposed project would have potentially significant impacts to cultural sites within the Clover Valley project area as a result of construction and potential vandalism. The DEIR also includes mitigation measures that were determined to reduce these impacts to less-than-significant levels (see pages 4.7-33 through 4.7-40 of the Cultural and Paleontological Resources chapter of the DEIR.) The mitigation measures include specifying that any discovered sites be investigated and, if deemed necessary, excavation by a qualified paleontologist and that any fossils encountered be collected and documented.

**Response to Comment 89-3**

As noted in mitigation measure 4.4MM-5(a) of the Transportation and Circulation chapter of the DEIR, prior to the approval of the final maps, the applicant shall make the necessary design changes and upgrades to reduce the LOS of those intersections to an acceptable level. These changes would have to meet the approval of the City Engineer.

**Response to Comment 89-4**

Comment noted. This comment states the commenter's opinions regarding the project and does not address the adequacy of the EIR.



Sherie J. Feder and Jeffrey Surwillo, Property Owners  
3881 N. Lakeshore Blvd.  
Loomis, CA 95650

Letter 90

(916) 652-9676

March 2, 2006

Sherri Abbas, Planning Services Manager  
3970 Rocklin Road  
Rocklin, CA 95677

To Whom It May Concern,

In response to the Draft Environmental Impact Report for the Clover Valley Subdivision Project (SCH# 03122077) please read this document, in opposition to this development, into the public hearing

90-1

"Watching the familiar, rural landscapes of our youth give way to suburban sameness has become as much a part of modern American life as portable electronics, instant food, and wasted time in front of the television. Nearly all of us have had the disappointing experience of returning to what used to be the woods near our childhood homes and finding a new subdivision. Or we have been shocked to see that some corporate entity has erected aluminum-sided duplexes and an outlet mall in the middle of our favorite vacation spot. Scientists are becoming more concerned about the negative long-term effects. Unlike rural communities, urban sprawl completely transforms the landscape and the soil and alters the surrounding ecosystem and the climate." As written by author John Weiss, NASA's Earth Observatory Internet Publication.

90-2

We have concerns regarding this urban sprawl and the size, mass and scale of this project. It will have negative effects on traffic, safety, crime and noise, directly impacting the residents of this area. The number of homes proposed would detract from the topography and the country aesthetics of the entire area. Light pollution is one of the least discussed but most significant environmental consequences of sprawl. As areas continue to expand, so does urban sky glow, which obscures the stars and other celestial objects. Because the loss of the dark night sky occurs gradually over many years, it is a problem that often goes unnoticed. Additional lighting caused by this further urbanization would contribute to "night glow" or light pollution, obscuring and negatively detracting from the night sky views. This is something that is truly appreciated and enjoyed by residents in this area.

90-3

The addition of this development of this size would deprive privileges enjoyed by the existing surrounding property owners and would be impacting the already congested roads of Sierra College Boulevard and Interstate 80. There is no time any more when you can get on Interstate 80 without facing gridlock backing up into Penryn. This additional traffic will cause further unnecessary delays to the residents who moved out of the city and into the surrounding areas to escape the frustrations of traffic and safety concerns. It is inconsiderable that this additional traffic be forcibly imposed on roads and the freeway that are already grossly impacted.

90-4

Additional urbanization creates additional crime which is another real concern. Just look around at what is occurring in Roseville, Rocklin, and Lincoln. Please help protect and maintain what we hold so dearly.

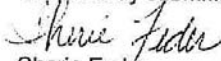
90-5


The approval of Bickford Ranch should not have occurred - It is incomprehensible that the many issues and negative impacts were so easily dismissed. Please don't continue dismissing negative impacts so readily. We are recreating Los Angeles with traffic, smog, crime and congestion under the guise of "planned growth".

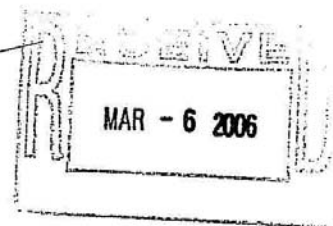
To consider taking away the charm, serenity, and safety, again, privileges enjoyed by other property owners within the vicinity, is incomprehensible.

Your serious consideration of these concerns is greatly appreciated.

Respectfully submitted,

  
Sherie Feder  
Homeowner

  
Jeffrey Surwillo  
Homeowner



**LETTER 90: FEDER, SHERIE AND JEFFREY SURWILLO**

**Response to Comment 90-1**

Comment noted. This comment states the commenter's opinions regarding the project and does not address the adequacy of the EIR.

**Response to Comment 90-2**

Impacts related to increased light and glare as a result of the development of the proposed project are included in Impact 4.3I-10 of the Aesthetics chapter (chapter 4.3) of the DEIR. The DEIR found that impacts related to light and glare would be potentially significant. However, the DEIR includes mitigation measures, which specify that the applicant must develop lighting plans for both the residential and commercial portions of the project. These lighting plans are required to include design features to minimize light and glare impacts to the highest degree possible and are subject to the approval of the City of Rocklin.

**Response to Comment 90-3**

Comment noted. As noted in the DEIR, the proposed project would have significant and unavoidable impacts in regard to cumulative traffic impacts. If the project were approved, the City Council would be required to issue a statement of overriding consideration, acknowledging these impacts and explaining the reasoning behind their determination that the benefits of the proposed project would outweigh the impacts.

**Response to Comment 90-4**

Impacts related to increase in crime are not considered to be direct environmental impacts (as they are social in nature). However, the EIR includes a discussion of the need for increased police services for the City of Rocklin and the proposed project area (see Impact 4.12I-4). Aside from paying fair-share fees to the City for increased police coverage, the project applicant will provide an analysis of the effectiveness of the police department's portable radios (see Mitigation Measure 4.12MM-4[a]). The project applicant would be responsible for the construction of radio towers or other infrastructure that would be required for the police to achieve full coverage of the project area. This measure would reduce impacts related to police coverage and increase in crime to a less-than-significant level. Analysis for radio coverage conducted to date indicate the radio coverage is adequate with existing facilities.

**Response to Comment 90-5**

Comment noted. This comment states the commenter's opinions regarding the project and does not address the adequacy of the EIR.

If the project were approved, the City Council would be required to issue a statement of overriding consideration, acknowledging these impacts and explaining the reasoning behind their determination that the benefits of the proposed project would outweigh the impacts.

Comment noted. This comment states the commenter's opinions regarding the project and does not address the adequacy of the EIR.