

Letter 141

Page 1 of 3

David Mohlenbrok

From: Barry Miller [sci1120@gmail.com]
Sent: Wednesday, March 15, 2006 12:15 AM
To: David Mohlenbrok
Subject: clover valley comments

Mr. David Mohlenbrok,

My name is Barry Miller and I am a recent graduate from Sonoma State University with a degree in Environmental Studies and Planning. I wanted to share some concerns I have with the current proposal to develop Clover Valley in Rocklin. I am quite familiar with the area and understand the fragility of the land that is to be developed. Please take into account the questions I am bringing to your attention.

1. There are quite a few Endangered, Threatened and Species of Special Concern that are possibly located within Clover Valley. According to Placer Legacy website, there have been several sightings of different species of animals and plants within the valley and the immediate surrounding areas within the last 15 years. Has there been a sufficient amount of studies conducted to determine if any of these species are now using Clover Valley as habitat? Endangered, Threatened, or Species of Special Concern should be looked at very seriously because at the current rate of development in Placer county, especially the areas surrounding Rocklin, much of the critical habitat for these species is being threatened at an alarming rate.

Here is a list of the species I have found that have the best possibility of being found in Clover Valley:

- a) *The Foothill Yellow Legged Frog* has suitable habitat within clover valley as well and there have been sightings since 1990 just north of rocklin around loomis and to the east of loomis a little bit.
- b) *The Giant Garter Snake* has suitable habitat in clover valley.
- c) *The Northwestern Pond Turtle* has suitable habitat in clover valley and has been recently spotted since 1990 just east/southeast of rocklin.
- d) *The Grasshopper Sparrow* has suitable habitat in clover valley and has been recently sighted immediately north and south of clover valley.
- e) *The Northern Harrier* has been spotted recently and has suitable habitat within rocklin and therefore is definately possibly located within clover valley.
- f) *The Rough Legged Hawk* has suitable habitat within clover valley and has been spotted north, west and south, southeast of clover valley since 1990.
- g) *The Swainsons Hawk* has been seen foraging in rocklin and therefore is possibly in clover valley since 1990, also has been recently sighted west north and south of rocklin since 1990. **It has also suitable breeding habitat within clover valley!**
- h) *The Tri-Colored Blackbird* has suitable foraging habitat within clover valley and **has been seen since 1990 breeding within the immediate area as well.**
- i) *The Yellow Warbler* has suitable habitat within clover valley.
- j) *The Yellow Breasted Chat* has suitable habitat within clover valley and has been spotted since 1990 within the immediate area and in every direction around rocklin.
- k) *California Linderiella* has been recently spotted since 1990 within rocklin and to the east, south and north of rocklin.
- l) *The Valley Elderberry Longhorn Beetle* has suitable habitat within clover valley and has been recently spotted since 1990 east, south and north of rocklin.
- m) *Vernal Pool Fairie Shrimp* have been recently sighted since 1990 within rocklin and to all points east, south and north/northwest of rocklin.

141-1

141-1
cont'd

- n) *Vernal Pool Tadpole Shrimp* have been recently sighted within rocklin and to the east of rocklin as well.
- o) *Boggs Lake Hedge Hyssop* has been recently sighted since 1990 within rocklin and to the east, south and north/northwest of rocklin.
- p) *Dwarf Downingia* has been recently sighted since 1990 within rocklin and to all points east, south and north/northwest of clover valley.
- q) *Legenere* has been recently sighted within rocklin since 1990 and is possibly found in clover valley

*all info found at: <http://www.placer.ca.gov/planning/legacy/phase-1-hcp-nccp-species-list.htm>

141-2

2. I was browsing the City of Rocklin website and came across a section that talked about removing oak trees within the city limits and regulations that were set in place to mitigate the removal of trees. If they plan to remove 7,500 oak trees, is the city going to require them to replace each oak tree with two 5-gallon native oak trees? If they remove a "Heritage Oak" (one that measures 24" or greater in diameter) is the city going to require them to plant five 5-gallon oak trees in it's place?

If the development is approved and thousands of oak trees are removed, what are the trees to be planted in the subdivision going to be? Are they native? Will they pose a problem to the other native species of plants, trees and animals in the area? Will they have a propensity to become invasive? Will they be sufficient for the birds, animals, insects and other plants that rely on the oaks for survival? If they do replant oaks in place of the oaks they are cutting down, does the public and city officials realize that by the time the oaks have grown to the size they are now, the housing development will be 50-100+ years old or older?

*website is located at: <http://www.ci.rocklin.ca.us/index.asp?page=895>

141-3

3. I was looking at the Clover Valley Partners website and came across a section that talked about alleviating traffic congestion. How do they rationalize alleviating traffic congestion by adding nearly 600 more homes with an average of 2-3 cars per home? Also, emergency vehicle response time doesn't seem like it would be reduced at all if they still have to maneuver the same streets with hundreds to thousands of *more* cars on the road. Plus, if a road is built across the valley connecting Rocklin to Highway 80 in yet another spot, there will be a huge increase in "out of town" traffic using the new thoroughfare to avoid the traffic congestion over by the Galleria, in effect creating a bottleneck situation at two ends of Rocklin. Isn't there a fire department at the intersection of Crest Drive and Stanford

141-4

Ranch Road? Which is only 3-4 minutes from the north end of Park Drive and that is when driving the speed limit.

*website located at: http://www.clovervalleypartners.com/community_traffic_congestion.php & http://www.clovervalleypartners.com/community_fire_response.php

141-5

4. Is the fire district in Rocklin adequately funded? What has been the status of the fire protection budget in the last 5-10 years? With the construction of these 500-600 new homes in Clover Valley, not to mention the hundreds of others being built all over Rocklin simultaneously, will the addition of a new department actually help the citizens in the longrun? Or will the continuing allowance of suburban sprawl and lack of a long term future planning make a new station irrelevant? How about the fact that Rocklin's fire department is predominately volunteer only, who will work at the new fire station in a neighborhood that is priced way out of their range?

Thank you for your attention to my questions. I appreciate your work on this matter and I wish for you a clear mind to make the wisest decisions not only for the citizens of Rocklin now, but for future generations as well.

Sincerely,

Barry Miller

LETTER 141: MILLER, BARRY

Response to Comment 141-1

A: A foothill yellow-legged frog (FYLF) habitat assessment and visual encounter survey was conducted within Clover Valley Creek in June 2006 following standardized protocols (Seltenrich and Pool 2002) (ECORP 2006a).

No FYLFs were observed during the June 2006 visual encounter survey, and in general, habitat characteristics typically associated with this species are absent from Clover Valley Creek within the surveyed area. The FYLF occurs in small to fairly large streams that are characterized by the presence of cobble and boulder-sized substrate (Hayes and Jennings 1988). This habitat is probably best suited for oviposition and likely provides refuge habitat for larvae and post-metamorphs (Storer 1925, Zweifel 1955, Hayes and Jennings 1988). Suitable substrate for egg mass attachment (e.g., cobble and boulder) is largely absent throughout the surveyed area, except for a short section in the vicinity of a concrete weir located in the upper reach of the creek. However, the cobble and boulder substrate in this area was primarily along the stream margin outside of the wetted channel. Within the Clover Valley Project area, sand and silt/clay dominate the creek channel, which also lacks suitable cover for FYLF tadpoles and metamorphs.

Occurrence and distribution of FYLF relative to canopy or shade may be somewhat tied to life stage, but streams that afford good exposed basking sites appear to be broadly utilized (Ashton et al. 1998). The dense streamside vegetation along Clover Valley Creek within the Project area combined with a lack of cobble- and boulder-sized substrate significantly limits the amount of potential basking habitat. In addition, a well-developed riparian canopy shades a large portion of the creek further limiting potential basking areas.

In addition, an extensive records search for FYLF occurrences was performed using the CDFG's Natural Diversity Database, the California Academy of Sciences collections catalogue, and the U.C. Berkeley Museum of Vertebrate Zoology specimen database.

The California Natural Diversity Data Base (CNDDDB) (CDFG 2003) was queried for FYLF occurrences within Placer and El Dorado counties. In addition, a search of the California Academy of Sciences-Stanford University (CAS-SU 2006) database and the U.C. Berkeley Museum of Vertebrate Zoology (MVZ) (U.C. Berkeley 2006) collections catalogue for Placer County and northern El Dorado County was also performed.

The closest documented occurrence of FYLF relative to Clover Valley is an historical specimen (circa 1946, MVZ No. 51660) collected in the vicinity of Auburn in Placer County, California. This locality is approximately 14 km (8.8 mi) northeast of the Project area. The closest presumed extant FYLF population (CNDDDB Occurrence 389, 2003) is from a tributary to the South Fork American River, approximately 27.4 km (17 mi) east of the Project area.

B: The giant garter snake (*Thamnophis gigas*) is an aquatic species endemic to the floor of the Central Valley. The project site is not within the current or historic range of this species. The closest documented occurrence of giant garter snake is in eastern Sacramento County.

California Department of Fish and Game studies (G. Hansen 1988) indicate that giant garter snake populations are distributed in portions of the rice production zones of Sacramento, Sutter, Butte, Colusa, and Glenn Counties; along the western border of the Yolo Bypass in Yolo and Solano Counties, west to the vicinity of Woodland in Yolo County and the vicinity of Liberty Farms in Solano County; and along the eastern fringes of the Sacramento/San Joaquin River Delta from the Laguna Creek/Elk Grove region of central Sacramento County southward to the Stockton area of San Joaquin County (USFWS 1999b). Giant garter snakes also occur in the central San Joaquin Valley in rice production zones in the Grasslands area of Fresno and Merced Counties, and at Mendota Wildlife Area in Fresno County (G. Hansen 1996, USFWS 1999b).

C: See response to comment 129-13.

D-J: see Response to Comment 129-12.

K, M and N: Due to the absence of vernal pools or similar seasonal wetlands, the presence of listed branchiopods (i.e., vernal pool fairy shrimp and tadpole shrimp) is not expected (RDEIR, Page 4.8-12).

L: The federally listed valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) (beetle) has potential to occur at the Clover Valley site. In 2004, Foothill Associates prepared the *Valley Elderberry Longhorn Beetle Mitigation Monitoring Plan: 622-Acre Clover Valley Project, Placer County, California* (Foothill Associates 2004). A Biological Opinion was subsequently issued by the U.S. Fish and Wildlife Service regarding potential impacts to the beetle, and mitigation was established regarding transplanting of affected habitat and the establishment of conservation areas (RDEIR, Page 4.8-12) (USFWS 2005).

Refer to pages 4.8-46 through 4.8-49 in the RDEIR for a detailed description of mitigation measures that will be implemented to reduce potential impacts to the beetle to a less-than-significant level.

Response to Comment 141-2

See Section 2 of Master Response 8 - Biological Resources.

Response to Comment 141-3

Section 4.4 of the DEIR has considered the effects on traffic operations of the additional proposed residences. In addition, the Valley View Parkway, which would be the traversing road in question, is part of the Rocklin General Plan circulation element, therefore, because it is a General Plan roadway, the proposed project is responsible for its cumulative contribution to the traffic flows along the Valley View Parkway. The proposed project's contribution to increased traffic is what is analyzed in this DEIR.

Response to Comment 141-4

The commenter is correct that Fire Station No. 2 is located at 3401 Crest Drive.

Response to Comment 141-5

Impacts to fire protection and emergency medical services are discussed in impact 4.12I-5. The EIR found that impacts related to fire protection at the proposed project site would be potentially significant. The EIR includes eight mitigation measures, which include the payment of fair-share fees and the payment of standby costs to mitigate these impacts to a less-than-significant level.

Letter 142

David Mohlenbrok

From: Esbern Mirner [ehmirner@starstream.net]
Sent: Saturday, March 04, 2006 9:31 PM
To: David Mohlenbrok
Subject: Valley View Parkway.

Dear Mr. Mohlenbrook,

We have serious concerns about the implementation of the Valley View Parkway project that we should like to bring to your attention.

142-1

First we are very apprehensive about the effect on both Park Drive and Crest Drive that the construction trucks and other heavy equipment which will transit these streets on their way to the development and building sites for the extended time that it will take to finalize the entire project. They will undoubtedly leave a layer of dirt and lots of potholes or ruts during that time, the repair or rehabilitation of which will undoubtedly come at a high cost to the city.

It seems logical that this traffic should approach the sites from a different direction, maybe from Sierra College Drive, opening a road into the area as part of the infrastructure required for the subdivision and development of the two projects visualized.

142-2

Second we worry about the pollution both during the development as well as when it is finalized and a minimum of 5000 vehicles a day will use Park Drive which adjoins our recreation areas of pool, tennis courts and bocce ball courts. Anybody using these facilities will be at risk of breathing in part of the tons of pollutants from diesel and gasoline emitted respectively by the construction trucks during the development phase and from the automobiles when automobile traffic from the new housing commences.

142-3

Springfield is a retirement community, its attraction being the peaceful and quiet surroundings, minimal traffic and pollution, and a place to enjoy the outdoors in a way that does not tax the energy or health of its elderly population. These conditions will all be jeopardized by the development of the two subdivisions and by converting either Park Drive or Crest Drive into highspeed Parkways, whose chief function appears to be to give access to highway 65 as well as highway 80, the latter via Sierra College boulevard.

We strongly urge you to consider our, and surely many other residents', concerns. We do not think anybody is trying to limit the growth and development of Rocklin, we certainly are not, but we believe it can be done in such a way that basic concerns like these can be addressed, and fervently hope that you do too.

Respectfully,

Esbern and Joan Mirner
4337 Newland Heights Drive
Rocklin, Ca. 95765

03/06/2006

Letter 142: Mirner, Esbern and Joan

Response to Comment 142-1

Construction routes to the proposed project will be determined at the time of construction. In addition, as stated in the DEIR, construction impacts are temporary and, while the transportation of construction equipment, supplies and personnel would result in increases in traffic as well as wear and tear on local streets, these impacts would be well within the scope of normal construction impacts and street operations and are therefore, not determined to be significant impacts under CEQA.

Response to Comment 142-2

See Response to Comment 39-7.

Response to Comment 142-3

Park Drive was designed to act as a connecting road to the Valley View Parkway. Currently, Park Drive is underutilized. The development of Valley View Parkway would result in additional traffic; however, the City of Rocklin General Plan Circulation Element anticipates this increase in traffic, which is why Park Drive was created as a two-lane divided road. In addition, impacts beyond the proposed project's contribution to traffic along Valley View Parkway and Park Drive are not considered to be project-level impacts, as the construction of Valley View Parkway is part of the buildout of the General Plan.

Letter 143

143-1

3/3/06

Dear Sir;

This letter is in regard to the development of Clover Valley. I have been a Rocklin resident for 6 1/2 years. I realize this area was bound to grow by leaps and bounds which it has. This is one reason I am dead set against Clover Valley being overrun with homes etc. The property there is unique and should be preserved.

I am writing because I was out of town at the time of the meeting.

Thank you
Very truly yours,
Vicki Mitchell

Mitchell
4324 Newland Heights Dr
Rocklin CA 95765-5080

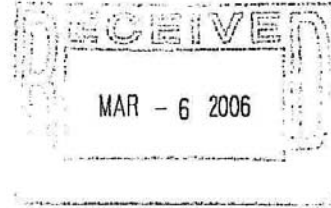
LETTER 143: MITCHELL, HELEN

Response to Comment 143-1

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

Letter 144

March 3, 2006



Dear Council Members,

- 144-1

I am writing in regards to the Clover Valley D.E.I.R. I will never support this or any such proposal. Any plan to develop the valley in any way is ridiculous. This land is like no other around due to the ecology and the history.
We don't need 500+ more homes in Rocklin. What we need is to keep this pristine land so future generations will have at least 600 acres to view and appreciate. Don't make the same mistake that Roseville has made by destroying everything without regard to the future.
- 144-2

This D.E.I.R. doesn't show the broad scope on the whole city. Highway 80, already over
- 144-3

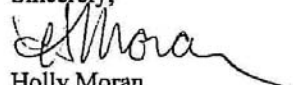
congested, will have even more traffic funneled on to it. No 50ft., 100ft., or even 500ft.
- 144-4

setback will keep the creek from being polluted by lawn pesticides and street runoff. The
- 144-5

wildlife in that area will have no further refuge to escape to. A huge part of Rocklin and
- 144-6

California's history will be lost if even one home is built. No century old oak tree will
- 144-7

ever be replaced by a liquid amber or crepe myrtle in a yard.
As the people we have entrusted to protect and nurture our town, don't be swayed by big business and big dollar developers. Stop this madness now! Protect what little we have left to protect. For once, serve the long term best interests of your city and not let another 600 acres be raped for the sake of profit.

Sincerely,

Holly Moran
6050 Placer West Dr. #207
Rocklin, CA 95677

LETTER 144: MORAN, HOLLY

Response to Comment 144-1

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

Response to Comment 144-2

Impact 4.4I-1 includes a discussion of the traffic volumes contributed to major intersections in the proposed project area, including onramps to Interstate 80. As noted in the impact discussion, though the proposed project would contribute to an increase in traffic on those onramps (and therefore an increase to traffic on Interstate 80), this increase was found to be less-than-significant.

Response to Comment 144-3

See Section 1 of Master Response 2 - Land Use.

Response to Comment 144-4

See Section 6 of Master Response 8 – Biological Resources.

Response to Comment 144-5

The EIR found impacts related to the loss of cultural resources as a result of the construction of the proposed project to be less-than-significant after the implementation of suggested mitigation measures. This conclusion was reached based upon standards of significance set by state and local authorities and in accordance with CEQA Guidelines.

Response to Comment 144-6

See Section 2 of Master Response 8 - Biological Resources.

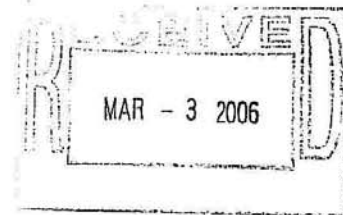
Response to Comment 144-7

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

Letter 145

March 3, 2006

David Mohlenbrok
Senior Planner
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95765



Dear Mr. Mohlenbrok;

145-1

We live in Springfield on Pioneer Way and are very concerned about the traffic problem that would exist on Park Dr. if the proposed plan for Clover Valley were approved. Although we live west of where the road from Clover Valley empties into Park Drive, we can foresee a lot of traffic going west once the connection from Park Drive is completed to Highway 65. This would definitely increase our traffic, along with the noise and danger that goes along with it. Our house and back yard are located right on Park Drive. Although we would prefer that Clover Valley never be developed, we aren't able to understand why that if the development should occur, the residents in Clover Valley wouldn't be given the option to enter or exit through a private gate at Rawhide Road. This would be another route into Rocklin and at least alleviate some of the traffic going onto Park Drive and Sierra College Boulevard. We hope that you and the City Council will seriously consider all of the ramifications of your actions in regard to the proposed plan for Clover Valley. The traffic situation is already a problem in Rocklin. Please try to keep from making it worse by poor planning in Clover Valley.

Yours truly,

Lawrence and Mary Morehead
Lawrence and Mary Morehead
2306 Pioneer Way
Rocklin, CA 95765

LETTER 145: MOREHEAD, LAWRENCE AND MARY

Response to Comment 145-1

The effects of additional traffic have been analyzed in Section 4.4 of the DEIR. Increases in traffic on Park Drive will not cause degradation in operating conditions beyond the level of service “C” standard maintained by the City of Rocklin. Please refer to the response to comment 28-1. Access to Rawhide Road and / or Clover Valley Road is not proposed, because the current general plan does not allow such access. Rawhide Road, Clover Valley Road, and Midas Ave. are two lane roadways with residential frontage. Park Drive has been planned as a major city facility to accommodate future growth, and does not have residential frontage.