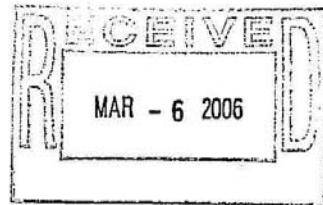


Letter 169

Sherri Abbas
Planning Services Manager
3970 Rocklin Rd.
Rocklin, CA 95677



Ms. Abbas,

The following are comments to the Draft EIR for the Clover Valley Subdivision project.

- 169-1 4.2-4 Table 4.2-1 identifies Open Space of 366 acres – but includes roadways and landscape lots as open space. This does not fit the usual definition of open space for most people and is MISLEADING. How much open space is really included in this plan.
- 169-2 4.2-6 Table 4.2-3 indicates that, although the developer is representing that the scope of the project has been reduced – the Gross Acreage consumed by Major Roads has increased from 32.26 to 46.4 acres – a 43% increase in acres consumed by Major Roads. How does that happen?
- 169-3 4.2-10 States that the City's General Plan sets a goal "to protect and conserve natural resources, open space and recreation lands in the City". In addition, the general plan also states that the city shall "encourage the protection of natural resources areas, scenic areas, hilltops, open space and parks from encroachment or destruction." this EIR certainly does not describe a project which meets either of these objectives.
- 169-4 Also the city has stated in Open Space Policy 15 that the City will designate a buffer area greater than 50 feet ...when it is determined that such a buffer is necessary to adequately protect drainage and habitat areas" The Biological Opinion received by the NOAA recommends 75 feet. Aren't they the experts?
- 169-5 4.2-11 States that the project would result in significant...impacts to wetlands, sensitive-status species, or oak trees which would be immitigable. However the project includes preservation of 366 acres of open space...thus consistent with Open Space Policies 1, 2, and 4. This is not true because the 366 acres of open space includes roadways and landscaped lots. I suppose they included the slopes of the valley that are planned to be scarred by the grading they propose as "open space" What a JOKE!
- 169-6 4.2-11 States that the project does not meet open space policies 7, 8, 9 since it only includes a 5 acre park. Far below the required 5 acres per thousand residents. It states that since they won't comply with the park requirements they will be in compliance because they will pay fees instead. So that ultimately the project will be in compliance. This type of double talk makes it difficult to really read this document.

169-6
Cont.

Based on the comments on this section, the summary statements on 4.2-12 are incorrect.

169-7

4.2-12 The construction of proposed sewer line discusses on Option 1A and 3A. What are the other options? A better option would be a project that does not require digging up existing infrastructure and amenities for the benefit of the project.

169-8

4.2-14 The mitigation measure proposed by the DEIR for agricultural/residential compatibility is woefully inadequate. Although prospective buyers will be made aware of the agricultural operations nearby, it doesn't mean they won't complain about it anyway. Look at the issues with train horns in Rocklin and Lincoln. People drive over train tracks to reach their home, then are annoyed that the train horns sound. It will be no different with the agricultural uses of land near this development.

Section 4.3 Aesthetics

169-9

4.3-12 Mitigation of the impacts do not come close to improving the proposed plan. In some cases, no mitigation can even be proposed. Is the city required to approve a plan that is so aesthetically displeasing?

4.4 Transportation and Circulation

169-10

4.4-21 In trying to justify the project, the DEIR basically states that since the LOS is currently not acceptable, it is not required to mitigate additional impacts to the LOS at any given intersection. That reasoning is unthinkable to me. If you already have a traffic problem it makes no sense to add additional traffic.

169-11

4.4-30 The increase in traffic due to construction of Valley View Parkway through the city is frightening, yet I believe underestimated. The availability of this bypass will result in a line of traffic inching through the valley creating LOS issues below General Plan requirements. This option should not be considered.

169-12

4.4-31 Since some of the intersections impacted are in Loomis and Roseville the plan does not consider it an issue to discuss in the DEIR...it is simply significant and unavoidable. The intersections on Park and Sierra College are already busy. The additional traffic generated by this bypass will turn these streets and surrounding into nightmares. I believe it is avoidable. The city can opt not to approve the plan as proposed.

169-13

Where in this section is it appropriate to address the number of schools (7) that are located along Park Dr. or within two blocks of Park Dr.? What is the student population of those schools? How do those students continue to get to school safely, given the huge increase in traffic generated by the addition of Valley View Park.

169-14

Where in this section is it appropriate to address the number of parks that are located along Park Dr. or within two blocks of Park Dr.? Again, how are the younger members of our city protected?

4.5 Air Quality

169-15

Living in a severe non-attainment region based on federal ozone standards and non-attainment for State ozone and both federal and State PM10 standards is disturbing. I work for the city of Lincoln and am aware of local agency's attempts to improve air quality through a number of measures. However, the continued CUMULATIVE effect of all the developments in South Placer County and continued ignoring of the problem by simply dismissing the impacts as significant and unavoidable make attainment of federal and state air quality standards impossible.

169-16

4.5-9 Unfortunately current residents of Clover Valley and areas impacted by the new sewer line will be exposed to incredibly high emissions over the year of grading and 5 years of construction. These impacts are significant and UNAVOIDABLE?????
Please...

169-17

4.5-12 through 17 In addition, traffic emissions resulting from increased vehicle and area source air emissions will exceed PCAPD Significance Threshold resulting in significant regional adverse air quality impacts. The proposed mitigation measures will not improve this dire forecast. Resulting in significant and UNAVOIDABLE impacts. Is it really unavoidable?

169-18

4.5-1 In the introduction there is a discussion of the unique quality of the Valley in that emissions are trapped during certain times of the day , and discusses concerns with wood burning as a localized problem, but does not really address the traffic emissions in relation to this aspect. With LOS of Park Dr. and Valley View and Sierra College and Valley View of D and C assuming the project, (see table 4.4-6) we can also assume the same LOS at the valley floor – which create high levels of traffic emissions and the same effect of those emissions being trapped within the valley creating even worse air quality issues within Clover Valley.

4.6 Noise

169-19

This section does not adequately address the noise issues within the VALLEY as a result of the project. The noise generated by all the vehicle traffic through the valley will be LOUD. I live on the East side of Clover Valley on Silver St. When the Principal makes morning announcements at Valley View Elementary School – I can hear every word of it. The noise echos through the valley. This phenomenon is not addressed at all in the DEIR. All of the mitigations discussed talk about sound walls for residences adjacent to Valley View Parkway. What is the mitigation for other residences in the Valley? Will there be restrictions on Truck traffic? Or will the citizens in Clover Valley have to listen to truck noise all night and day as if we lived adjacent to the freeway.

Thus, this section is woefully inadequate.

4.7 Cultural and Paleontological Resources

169-20

There are 34 prehistoric period resources and one historic period site IDENTIFIED so far in the project area. There is no Historical Properties Management Plan ...it is being discussed. However, the construction proposed by the project is slated to continue and mitigated by an unspecified "cultural resource sensitivity training". In addition already identified sites will be fenced with protective fencing. However, how are possible additional sites (not yet identified) protected once construction begins? If the grading plows through a culturally significant site it would be too late to preserve it. The sites that have been identified were identified when personnel inspected additional PORTIONS of the project area between Nov. 2 through 7 1998. The use of the word portions and the fact that the investigation a mere 5 days does not indicate to me that an exhaustive search has been conducted. Is this considered adequate? See Appendix G, pg 26.

169-21

4.7-40 The cumulative impacts discussion does not make sense. Development often damages and destroys prehistoric and historic sites before the information inherent in them can be reviewed, recorded and interpreted. However, since the City's General Plan EIR did not find this cumulative impact to be significant than this project is not significant. This is nonsense, and bureaucracy at its worst.

4.8 Biological resources.

169-22

In all honesty – the number of oak trees removed from the site exceeds the city's oak tree preservation guidelines. It is only through the development agreement which states trees removed for roadways will not count (as if they don't even exist). In addition, trees removed for the commercial site (whose parking lot and landscape is undoubtedly counted as part of the 366 acres of "open space") are not counted. Finally, the trees that will be removed as a result of the new sewer requirements are not counted in the tree removal statistics. Therefore it is again double talk and bureaucracy at its worst to say that this project is in compliance with the city's municipal code.

169-23

It is important to note that replanting is not considered as effective as tree preservation. In addition, the adverse change in air quality in the valley will surely affect the health of existing oak trees, resulting in an even greater loss of this asset.

169-24

4.8-32 There is a discussion that this project is a balancing act between protection of natural resources and allowing development. I think in this case, the scales are tipped in favor of development. I suggest moving towards MORE of a balance between protection of natural resources and development.

169-25

Impacts throughout this whole section are either less than significant because of the double talk noted above, or because the species is not on a federal or state list... a lame excuse. The rest of the sections note that impacts are significant and unavoidable.

169-26

4.9 The grading plan is particularly disturbing. Grading cut of 1,474,644 CUBIC YARDS and filling 1,455,525 CUBIC YARDS. The project will create an eyesore.

169-26
Cont.

Working this project to more closely form to the natural topography of the valley is not apparently not considered to be a viable option. Impacts are significant and unavoidable.

4.12 Services

169-27

The services section is filled with conjecture and estimates. The only facts presented are that the project will create a strain on a number services and estimates that fees and other assumptions will make all the systems work. The cumulative impact of this project with the other large developments taking place in the area are significant.

169-28

In conclusion, the Draft Environmental Impact Report for this project is a document that any citizen would be challenged to read (due to its length) and to understand. The double talk, proposed "mitigations" that inadequately address impacts that many times remain Significant and unavoidable begs the question...Why is the city still considering this project. Admittedly, the developer has reduced the number of units to be built, but I read the EIR from 2002 and the summary of impacts was very similar. In fact, I am not sure if any of the impacts discussed in this document changed significantly from the 2002 EIR.

169-29

The development alternatives bear reviewing. The city has the option to approve the environmentally superior alternative (although I am not sure why no development is not allowed to be considered). If the city actually stood up to the developer and made them develop an environmentally superior alternative I request the city revisit the need to build a park way through the valley that will attract bypass traffic, not traffic from residents of Rocklin. A single access point from either Park dr. or Sierra College Blvd. would be a better option.

Thank you,

Jenny Simpson
Jenny Simpson
4025 Silver St
Rocklin, CA

LETTER 169 SIMPSON, JENNY

Response to Comment 169-1

As stated on page 3-15 of the Project Description chapter in the DEIR, open space that will not be graded equals 312.7 acres. Open space that will temporarily impacted by surface grading for slopes, landscape lots, and utility corridors is 53.3 acres, which is included in the total count of open space of 366 acres because it will ultimately remain unused and unpaved.

Response to Comment 169-2

This comment expresses concern with a change in the project description and does not address the adequacy of the DEIR.

Response to Comment 169-3

The comment expresses concern with the project as proposed and does not address the adequacy of the DEIR.

Response to Comment 169-4

The National Oceanic and Atmospheric Administration does not have discretionary authority in the location of the creek buffer. Recommendations set forth by NOAA are recommendations and not requirements. The City's of Rocklin's Open Space Element is the regulatory document in this context. See Section 1 of Master Response 2 – Land Use.

Response to Comment 169-5

See Response to Comment 169-1 for an explanation of what constitutes open space. In addition, the Open Space policies 1, 2, and 4 “encourage” the protection of natural resources, and the project is consistent with those policies even though the project site is not being left as complete open space. If the slopes, landscape lots, and utility corridors are not counted in the open space acreage per the commenter’s concerns, open space that would remain ungraded and undeveloped upon project implementation would be 312.7 acres. Of a total of 622.3 acres, more than half the project site would remain in open space.

Response to Comment 169-6

Paragraph four on page 4.2-11 explains that although the project does not include adequate parkland at 5.3 acres, the project would be required to pay an in-lieu fee toward the provision of parkland and would thus be consistent with Open Space policies 7, 8, and 9.

Response to Comment 169-7

Other sewer alternatives are discussed in this impact statement, such as on pages 4.2-12 and 4.2-13 which read, “Several potential alternative routes exist for crossing the creek [. . .] All of these alternatives would have a similar impact on stream-crossing and other park vegetation.”

The second comment expresses the writer’s opinion and does not address the adequacy of the DEIR.

Response to Comment 169-8

The commenter’s contention regarding what future residents of the proposed project would say is speculative. Impact 4.2MM-3, ensures that homeowners are notified regarding nearby land uses would and would require potential homeowners to sign the disclosure, acknowledging that they are aware of the agricultural uses.

Response to Comment 169-9

See Section 1 of Master Response 3 – Aesthetics. This comment 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 considerations acknowledging these impacts and explaining the reasoning behind their determination that the benefits of the proposed project would outweigh the impacts.

Response to Comment 169-10

Impact 4.4I-1 states that because the existing intersections are already at a failing level, that the measure of the project’s contribution to the existing conditions at those intersections be measured by how much it contributes to the volume-to-capacity (V/C) ratios. The traffic study determined that the proposed project would result in an increase of 0.007 V/C during peak hours. The standards of significance included on page 4.4-16, state that the standard for determining a significant impact at an already failing intersection is a contribution of 0.05 V/C. The project’s 0.007 V/C contribution is well below the 0.05 standard.

Response to Comment 169-11 and 169-12

See Section 3 of Master Response 4 – Traffic and responses to comments 19-15, 28-1, and 84-1.

Response to Comment 169-13

Please refer to the response to comment 74-4.

Response to Comment 169-14

The effects of additional traffic have been analyzed in Section 4.4 of the DEIR. Parks in the City of Rocklin have been planned in proximity to arterial roadways, and appropriate design has been provided for pedestrian access. The DEIR analysis indicates that no significant traffic impacts are anticipated in proximity to parks.

Response to Comment 169-15

Identification of an impact as “significant and unavoidable” is not a dismissal of the impact. The purpose of the EIR is to provide decision makers with information on the environmental implications of approval of the project. Impacts identified as “significant and unavoidable” require that decision-makers make findings that there is a “overriding consideration” that justifies the significant impact.

Response to Comment 169-16

The term “unavoidable” is based on construction of the project. Avoiding the impacts by not constructing the project is the No Project Alternative. See Chapter 6 for more information regarding the no project alternative.

Response to Comment 169-17

See Response to Comment 169-16.

Response to Comment 169-18

See Response to Comment 39-7.

Response to Comment 169-19

See Response to Comment 110-4.

Response to Comment 169-20

See Master Response 7 - Cultural Resources.

Response to Comment 169-21

See Master Response 7 - Cultural Resources.

Response to Comment 169-22

See Section 2 of Master Response 8 - Biological Resources.

Response to Comment 169-23

See Section 2 of Master Response 8 - Biological Resources.

Response to Comment 169-24

This comment does not address the adequacy of the DEIR.

Response to Comment 169-25

The standards of significance as determined in the chapters are based upon accepted CEQA standards. The commenter's disagreement with these conclusions and the standards used is noted; however, this comment does not address the adequacy of the DEIR as much as it does the standards set forth in the CEQA process.

Response to Comment 169-26

As stated in Impact 4.9I-2, the DEIR agrees that impacts related to grading and filling and the changing of existing topography would be significant and unavoidable.

Response to Comment 169-27

The commenter states that the Public Services discussion is comprised of estimates and is therefore invalid. Estimates are the only tools available for predicting the impact that a development would have. The estimates (which include total number of residents, vehicle trips and other data) are based upon standards set in the Rocklin General Plan and other authoritative sources and are considered to be valid. Mitigation measures included in the Public Services and Utilities chapter of the EIR include the payment of fair share fees as determined by the City of Rocklin. The collection of these fees would fund the expansion of public services so that adequate protection is available for both future and existing residents. Additionally, the EIR includes measures such as measure 4.12MM-4(a) which would ensure that police radio access is fully operational throughout Clover Valley; the project applicant would be responsible for the expansion of radio facilities to ensure that this coverage is adequate.

Response to Comment 169-28

Though the EIR is lengthy, the length was necessary to ensure that all of the environmental impacts associated with the proposed project were adequately addressed. If the project were approved, the City Council would be required to issue a statement of overriding considerations acknowledging these impacts and explaining the reasoning behind their determination that the benefits of the proposed project would outweigh the impacts.

Due to the reduction in the total scale of the proposed project as it is currently proposed, the overall environmental impacts that would result from its development are substantially decreased from those associated with the 2002 proposal.

Response to Comment 169-29

The comment states that they support either a no project or the environmentally superior alternatives. The remainder of this comment includes the opinions of the commenter and does not address the adequacy of the EIR.

Letter 170

3-4-04

RECEIVED

MAR - 6 2003

To the Rocklin City Planning Department,

170-1

I am a concerned Rocklin Resident who has lived here for nearly 7 years. I have seen in my opinion too much growth in this town. Rocklin used to be a nice, quiet, and quaint town. This is why I had decided to move here. But with so much growth, Rocklin is becoming like another Sacramento. We need open land, not only for the beautiful scenery, but for the wildlife as well. I'm positive that our children would want to see deer and other wildlife, rather than streets and houses. Please help us keep what little small town atmosphere we have left. Please do not let them pave over Clover Valley! Please Save Clover Valley!

Thank You,

Janice Singh
Jamie Singh

5757 Shannon Bay Dr. #27
Rocklin, CA 95677

LETTER 170 SINGH, JAMIE (MARCH 4, 2006)

Response to Comment 170-1

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