

Letter 186

March 3, 2006

Rocklin City Planning Office
4080 Rocklin Road
Rocklin, CA 95765

Re: CLOVER VALLEY

What is quality of life and are we willing to pay for it? If we don't care, we'll be packed in like San Jose with our share of heavy smog on those hot days and frustrating traffic problems. Sound familiar? Been there/done that??

What do the people of Loomis have that we don't? Rocklin's license plate holder says something about a "place to raise your family..." etc. and perhaps make it your permanent home as you age. Or will it be "I'm going to get my \$\$\$ together and move to someplace "nice", less crowded with some space?

Once it is paved, guttered and housed, the space ain't never coming back and all we'll have is what used to "was".

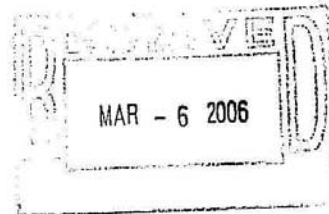
What is Rocklin's Master Plan? Check by jowl, San Jose/L.A. or a bit more like Loomis's appreciation of what it has now. These are extremes but it does make the point.

If we want quality of life, we'll have to pay for it - right? Float a bond or something to buy this property, put it up to the voters. They either want it or they are not interested. The tighter a community is packed, the more problems they have. I'd be happy to pay my share of the bond over a 10/20 year period, etc.

Everything in this world revolves around money/power. Even how we long we linger in this world, we're gonna have to pay for it. A high-end lifestyle does not have to mean surrounding ourselves with expensive shiny stuff. They "ain't making any more of what we have now".

Sincerely,

Ian Wallace, DVM
3502 Saberton Court
Rocklin, Ca 95765



186-1

LETTER 186: WALLACE, IAN, DVM

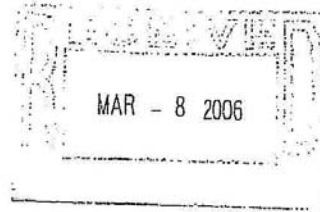
Response to Comment 186-1

This letter expresses the commenter's opposition to the proposed project and does not address the adequacy of the EIR.

Letter 187

March 3, 2006

City Planners
City of Rocklin
4080 Rocklin Road
Rocklin, CA 95765



Re: Clover Valley Development

187-1

We relocated from “prestigious” Granite Bay 2 years ago and purchased our home in Springfield @ Whitney Oaks. We opted for quality of life in a QUIET neighborhood. Our previous home in Granite Bay was located on Eureka Road (once a 2 lane country road). Over the last 15 years, this area had burgeoned with large homes /people/automobiles and horrendous traffic. We took our life in our hands just to cross the street to the mailbox.

If Clover Valley is developed and a new roadway (Valley View) constructed, we are going to have to deal with heavy traffic between Sierra College and Park Drive via the new proposed Parkway, traffic noise, heavy air pollution (we live in the “hollows”), losing our quality of life.

I realize it’s all about money and politics, however, shouldn’t we also preserve our way of life?

Nix the Valley View Parkway and reduce the number of homes by half.

Thank you,

Natsuko Wallace
3502 Saberton Court
Rocklin, Ca 95765

I also appreciate the wildlife we have here - turkeys, coyotes, deer. Where do they go?

LETTER 187: WALLACE, NATSUKO

Response to Comment 187-1

This letter includes the commenter's opinions regarding the development of the proposed project and does not address the adequacy of the EIR.

Letter 188

David Mohlenbrok

From: John Kirkham Webster [gulfsteel@starstream.net]
Sent: Tuesday, March 07, 2006 9:37 AM
To: David Mohlenbrok
Subject: Clover Valley Project

The only objection I have is the closure of Rawhide. It prevents access to the trail which we are all supposed to enjoy.

The valley is a natural access to this area and Rawhide should not be closed. The Park Drive /Sierra College connection will be a traffic cops delight.

John Webster
Tel (916) 435 8394
Fax 916 435 8429

188-1

03/07/2006

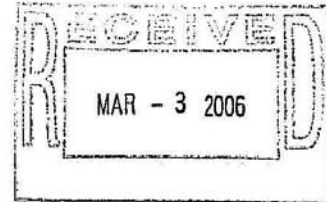
LETTER 188: WEBSTER, JOHN

Response to Comment 188-1

The commenter states that they oppose the closure of rawhide road, as it would restrict access to the Clover Valley area. This comment pertains to design features and does not address the adequacy of the EIR; it will be forwarded to the appropriate decision-making bodies.

Letter 189

WEINFELD
2361 Benjamin Ct
Rocklin, CA. 95765



March 3, 2006
Rocklin City Council
Rocklin Planning Commission
Re: Revised Clover Valley Project

189-1

Being unable to address you at your meeting of February 23, I am doing so now. This is an issue which must demonstrate some courage in handling. We all must forget about the "not in my backyard" attitude and regard the best interests of Rocklin.

I ask you, have we reached the point that we can't say no to Clover Valley? Do you agree with the nine-in-ten residents who feel that it is a beautiful, pristine treasure filled valley that will not enrich our community if converted into yet another upscale housing development? If so, you must yourselves, find a way out of this continuing cycle of destroying the beauty and history of Rocklin.

189-2

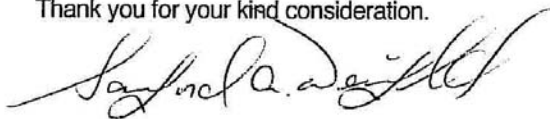
Now, let's move on to the recirculated "Draft EIR for the Clover Valley LSLTSM" of January 6. I wish to address 4.4 "Transportation and Circulation". You accept in your "Environmental Settings" that it is anticipated to increase adverse traffic conditions with primary access being Park Drive and Sierra College Boulevard, (4.4-1). Valley View Parkway must not be allowed to funnel traffic onto Park Drive which would increase traffic volume to 9,000 plus daily vehicles, (4.4-30). East-west connectors are rare in the city. Do we really need this one?

189-3

If one needs to get to Route 80 or shopping areas, look to improve your current network of roads. For example, Rawhide, Clover Valley, DelMar, etc. As noted on 4.4-30 and table 4.4-7, Valley View Parkway and Park Drive would operate at **unacceptable levels**, resulting in **potentially significant** impact on traffic. You can do better.

I ask you, now knowing that Valley View Parkway and Park Drive are not a wise community idea, how can you justify building it?

Thank you for your kind consideration.



Sanford A. Weinfeld

LETTER 189: WEINFELD, SANFORD A.

Response to Comment 189-1

This comment does not address the adequacy of the RDEIR.

Response to Comment 189-2

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. Regarding the need for Valley View Parkway, the comment does not address the adequacy of the EIR. The City’s General Plan has long called for the construction of Valley View Parkway in this location and is meant to provide an alternate citywide traffic connection between the east and west areas of the City. See Master Response 4 – Traffic.

Response to Comment 189-3

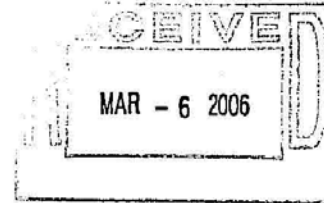
Though the RDEIR found impacts related to traffic conditions at the intersection of Valley View Parkway and Park Drive to be potentially significant, Impact 4.4I-5 includes Mitigation Measure 4.4MM-5(a) which would reduce this impact to a less-than-significant level.

Letter 190

WHELAN AND GROVER FAMILIES
3416 AND 3413 WOOD GLEN CT.
ROCKLIN, CA 95677

March 3, 2006

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



Re: Clover Valley Draft Recirculated
Environmental Impact Report

Dear Mr. Mohlenbrok:

190-1

We appreciate the opportunity to provide commentary to the City of Rocklin regarding the Draft Recirculated Environmental Impact Report (DREIR). Even in its existing "draft" form, the Clover Valley DREIR reflects, in our view, an aggressive overdevelopment with many detriments and potential damages to surrounding areas and the City. Public input has been provided on this project for years, most of those comments are still relevant to the "new" Clover Valley project (and DREIR), the essence of which was disclosed and provided to Clover Valley residents 4-5 years ago. Aggressive private campaigning, or clever phrases to persuade public opinion should never overshadow citizen concerns, and the objectivity needed to review the costs and benefits of a project to the community. Anything less than full and clear disclosure in this EIR should be rejected.

190-2

Unaddressed comments from prior correspondence applicable to this DREIR:

1. Inappropriate to exclude all prior comments and questions as they may relate (in fact, many comments do relate) to current DREIR. Process should be inclusive, not exclusive. See Exhibit A at 1.

190-3

2. Public should be fully informed regarding the 2/4 lane "Parkway" (Developer representatives disclosed that it will be grading for a 4 lane road, paving only 2 at request of City. Is this accurate? If so, the DREIR is misleading regarding the ultimate impact of the road.) In addition to representations regarding the size of the road, and its potential or eventual impact as a more significant transportation artery, discussion in report lacks sufficient information regarding safety. See Exhibit A at 2, and Chapter 4 and others of DREIR. The creation of roads and intersections later found to be unsafe can result in substantial legal expense, not to mention the loss of life. City of Rocklin has seized private property through eminent domain proceedings in the name of public safety. Such concern should also be voiced by demanding detail regarding risks to residents.

190-4

- 190-5 3. Clarification of land use designated as “open space”. See Exhibit A at 2, Exhibit B at 2. The nature of the designated “Open Space” is not fully explained throughout the DREIR. It is unclear to represent or imply to the public that roads, wetlands, steep hillsides (too steep, or expensive to build on), or historic sites comprise open space usable for recreation, representing it as some gratuitous gift to the residents of Rocklin. The “open space” available for recreational public utility appears to consist of a 5 acre park (previously two 5 acre parks) out of 622 acres. The DREIR should provide a clear disclosure. The proposed project appears to be nothing more than a maximum density project, limited (limited from building 900+ homes, Chapter 1-1) only by topography, wetlands, and historical sites which may not be able to be removed.
- 190-6 4. Open and clear disclosure of proposed grading. See Exhibit A at 2, Exhibit B at 4. Disclosure of the intent to lower ridgelines by possibly 20 feet, and more (presumably to maximize density), should be openly discussed, not buried in topography maps which are barely readable in chapter 3. Broad discussions in DREIR regarding “cuts and fills” appear to fall short of disclosing the actual project impact. Further, specific conclusions on aesthetics and other issues cannot be drawn without complete understanding of the grading detail.
- 190-7 5. Tree removal analysis should include biological analysis, the total proposed loss (including losses from house build outs, damage from grading, changes in natural flow of water etc.), and how the City’s current Oak Tree Preservation Plan, and any amendments thereto specifically will minimize impacts. Does the plan actually minimize impacts, how, what is the City’s experience? See Exhibit A at 3, Exhibit B at 6. Also see DREIR chapter 4, mitigations 4.8MM-1(a),(b),4.8MM-2.
- 190-8 6. Report should disclose and explain aesthetic “standard” used to judge and/or draw conclusions regarding grading at the project. See Exhibit A at 3, Exhibit B at 6,7. How can a conclusion of a “less than significant” be drawn on page 4.3-15, and others, while referencing a “standard” in chapter 4, then state “few standards exist” on page 4.3-11? We believe most objective viewers would opine that removing or substantially lowering ridgelines and draping them with high density housing is offensive, or not aesthetically pleasing (such as the project that overlooks the intersection of Rawhide Road and Midas).
- 190-9 7. Culverts used in Clover Valley Creek? What are the impacts outside of visual issues 4.3MM-7? See Exhibit A. Localized flooding is a problem even outside a 100 year event. Mitigation 4.11MM-1(a) has already proven to be inadequate. In Clover Valley at the present time, areas are only maintained by residents to try to prevent flooding to neighbors. We suspect the City’s resources for creek and ditch maintenance are already over utilized. Mitigations should not heap responsibility and liability on the City in lieu of redesigning something more reasonable. The potential of four foot, or more, increases in the flood level, as described in the DREIR, would be significant and result in property damage. Why should the City assume unnecessary liability? Also see Exhibit A at 3.

190-10 8. Measurements of Project Density and Clustered Housing. Calculations from DREIR and developer representative disclosures tell us that lots will be approximately ¼ acre in size and homes will be constructed by (most, if not all) production grade homebuilders. Homes in Clover Valley Woods are custom homes built on one acre lots adjoining green belt space. On page 4.3-15 the DREIR states “future homes would be consistent” (consistent with Clover Valley Woods), and that subject development would be “consistent with the nearby Clover Valley Woods development.” This wording is used to conclude a “less than significant impact” to the adjoining development. Quarter-acre lots with production homes next to green belt are not equivalent to 1 acre lots with custom homes next to green belt. Accordingly, proposed subdivision violates the Cities’ General Plan Policies, Land Use Element Policy number 7, in addition to Open Space Policies 1, 2, 4, 20. No technical evidence is provided to support the conclusion drawn or the assumptions made (should not be a wholly subjective conclusion). Also see Exhibit A, Exhibit B at 4.

190-11 9. Previous solicitations from the City for public input on the subject property have generated substantial resident feedback and input. This has included many positive suggestions to mitigate citizens’ issues with the project. Citizen feedback should be seriously considered. See Exhibit A at 1, Exhibit B at 2.

Additional Comments:

190-12 10. DREIR discloses, and it is undisputed, that the subject proposed project will substantially increase the flow (volume) of water in Clover Valley Creek. This is “mitigated” in the DREIR by restraining water flow at two points to reduce the downstream peak flows. See 4.11 and other sections. The study and assumptions are “based primarily” on work performed by developer engineer. Aside from the appearance of a conflict of interest, we have no information to judge whether their critical assumptions are made from a base of experience designing similar systems. It is disclosed that, as a result of this project, flows in the Creek will substantially increase. Even assuming their design successfully prevents exceeding present downstream peak flows, it cannot change the increased volume of water which will need to be moved down the Creek. In other words, in a best case scenario, high flows during storms and otherwise will be maintained for longer periods of time to move the excess water. This can only increase erosion and possibly damage downstream residents. Who will pay for trees that fall due to root systems undercut from additional high creek flows, what about the loss of aesthetics, increased sediment? Worst case, if the water flow “mitigation” model does not work 100%, who will be responsible for flooded homes, or damaged property?

190-13 11. DREIR fails to sufficiently address public safety. It is disclosed in the recent 2005-2006 Annual Report to the Community that the crime rate, along with growth has increased substantially (see Exhibit C). Although the report boasts that Rocklin “is one of the safest cities in the region” (considering a comparison with the City of Sacramento), it reflects a basis to be concerned. Despite the claim, the report indicates the crime rate per 1000 residents has increased from approximately 5 per thousand to 7 per thousand, a 40% increase since the year 2000. This compares unfavorably to the City of Folsom (A slightly larger community, which we would

- 190-13
Cont. ↑
assume has similar demographics), which during the same timeframe reduced its crime rate from approximately 10 to 6 per thousand, a decrease of 40%, now a safer community. Why are these communities going in different directions? With the additional growth of several thousand people in the proposed project to the community, how is the additional safety burden dealt with differently than in the past? Are the estimated new police officers needed enough, more pay for existing officers may also be needed to cover greater area, more training and resources? How does the subject project prevent magnifying crime concerns, how mitigated? Finally with budget constraints a constant topic regarding services, does project fund 100% of the additional public safety burden over time?
- 190-14
12. Traffic study does not address ultimate extension of traffic flow onto Argonaut Avenue and Midas Road. Since this project is part of a greater plan as addressed in the DREIR, inappropriate to analyze only in bit parts, which has the appearance of providing more palatable results. Report should disclose full impacts, including intended future impacts. Full disclosure should be the goal.
- 190-15
13. DREIR discloses a substantial increase in pollutants in Clover Valley both during and after construction activities, see chapter 4.5. Even common sense would tell us that the majority of the pollutants would be a result of cars, fireplace smoke, and pollutants draining into the Creek. None of these concerns are seriously addressed in mitigations proposed. Beside the fact the entirety of mitigations proposed are impractical and difficult or impossible to enforce, it is laughable to state that, as mitigation for air pollution, the City will not approve housing permits on applications for home construction that rely solely on a fireplace for heat (4.5MM-2(e). Is there a house or apartment constructed in the last 20+ years in Roseville, Rocklin, Granite Bay that does not have a heating system other than a fireplace? Other mitigations are equally absurd. Impacts on sensitive receptors (lung disease), are they being effectively evicted from their homes? Will the Creek no longer be safe for kids to play at or fish in the summer? The real issue is the projects density/volume, which necessitates major roads and excess grading, of which no mitigations are considered. Also see exhibit B at 2,3, (and comment 1 of this letter).
- 190-16
14. Introduction and Scope chapter 1 fails to disclose the difficulties encountered by the City in the early stages of the project. City was notified in writing and at meetings in 2001, 2002 and possibly earlier that it wasn't following its own rules regarding public notification (see exhibit B at 1, also see comment 1). Citizens unaware of the various early approval steps, and relying on City compliance, were not provided opportunity to comment or address the City. What is the remedy for this problem?
- 190-17
15. The original DEIR discussed a \$1.5 million payment to the City for a development and mitigation fee. See Exhibit B at 1. The DREIR appears to have failed to discuss this money in detail. What is the complete status of these funds? If held in reserve, for what mitigation purpose? What will be the ultimate use of these funds? Residents were advised in 2002 that funds may be used to mitigate environmental issues; why not discussed in detail in the DREIR given the extent of the significant impacts? How can the City perform, and the community understand, economic balancing under CEQA without fully understanding all economic factors?

- 190-18 16. Chapter 4.6 addresses the increase in noise to the area resulting from this project. We fail to see a comparative analysis for existing residents of Clover Valley. Measurements were taken of existing conditions, however may not have been reconciled with expected changes. The mass of technical information regarding other neighborhoods appears to shield the potential of a substantial increase of noise for Clover Valley residents, guarded by the statement that the entirety is within City limitations. Clear and direct disclosure is appropriate. Also see Exhibit B at 3 (and comment 1 of this letter).
- 190-19 17. Historical site mitigation 4.7MM primarily relies upon contractors and heavy equipment operators (with all due respect), who will obtain and apply their anthropologic and archeological knowledge from "training". While in college, we have taken subject courses. With certainty, we would be unable to identify most historical findings from atop, and while operating heavy equipment at a site. It is our suspicion that the training discussed in the mitigation would fall short of University level courses. Further, wouldn't the preservation of historical sites and the construction delays, or work cessations created by historical site discovery directly conflict with a vendors desire to complete the project and get paid, or receive a paycheck at all. This proposed mitigation, makes little sense, is a waste, and ahistorical. Also see Exhibit B at 3 (and comment 1 of this letter).
- 190-20 18. No development alternative land use discussion makes little sense. General Plan inconsistency allegations should be balanced by desire for open space, preservation of historical resources, etc. Discussion should be objective and complete.
- 190-21 19. 180 unit subdivision clearly makes the most sense, minimizes impact if developed. Suspect this option would still provide huge financial windfall to developer, provide housing to additional residents of City, minimize impacts on schools, safety, residents etc. Insufficient information in DREIR to draw all conclusions. Subject proposal appears to be the worst case alternative.
- 190-22 20. As residents, we were alarmed to read in the newspaper about the discovery of information on this project through a Freedom Of Information Act request (FOIA). The DREIR provides no disclosure on this information or the FOIA process, where it was located, why it was not previously known or disclosed? Has the FOIA created any change in the project or the EIR, if so, how?

Having followed the project for years, it is suspected the actual impacts of the project are greater than disclosed in the DREIR. Nothing short of complete disclosure, objective analysis, and genuine mitigations should be acceptable. The difficulty this project encounters in the EIR process appears to simply be a result of trying to overdevelop a difficult piece of property. Many additional hours could be spent reviewing shortfalls of the subject report, however, we suspect numerous citizens will address many more concerns. We appreciate the opportunity for input into the process and hope the partial list of our concerns is considered.

Sincerely,

The Whelan and Grover Families