

the RDEIR, specific environmental impacts from the construction of the off-site sewer line are discussed in Chapters 4.2, 4.4 through 4.9, and 4.11 of the RDEIR.

Response to Comment 39-19

See Section 1 of Master Response 2 – Land Use.

Response to Comment 39-20

See Chapter 3 of the RDEIR for details regarding the project, including the proposed tentative map. Additional detailed specifics regarding the project can be found in the project application materials submitted by the applicant to the City, which are available for public review upon request from the Planning Department, but the RDEIR was designed to contain sufficient information for the purposes of CEQA review.

Response to Comment 39-21

Project phasing is discussed in the RDEIR on pages 3-15 through 3-18. Pages 3-16 and 3-17 contain the Conceptual Phasing Plan on Figures 3-6(a) and (b) (misidentified as Figures 3-11(a) and (b) on page 3-15).

Response to Comment 39-22

Public Resources Code § 5097.91 et. al. does not apply to the City, but explains the responsibilities of the Native American Heritage Commission (“NAHC”). RDEIR 4.7-30 explains that, upon discovery of Native American remains, in accordance with state law, Peak & Associates contacted the NAHC, which appointed Sam Starkey, representing the United Auburn Indian Community, as the Most Likely Descendant for the project.

Sensitivity training for construction personnel is a standard measure routinely employed on large construction projects. The level of the training varies from project to project, depending on likelihood of finding buried resources, and other project attributes, such as the use of cultural resource monitors. The details of the training program will be included in the management documents, see Master Response 7 – Cultural Resources.

Response to Comment 39-23

The RDEIR was prepared in accordance with Sections 21083.2 and 21084.1 of the Public Resources Code and Sections 15064.5 and 15126.4(b) of the CEQA Guidelines, and the cultural resources analysis within the RDEIR is therefore adequate. Please refer to pages 4.7-27 through 4.7-29 of the RDEIR for a discussion of the project’s Regulatory Context and Standards of Significance. Also see Master Response 7 – Cultural Resources.

Response to Comment 39-24

Previous and ongoing tribal consultations pertaining to the proposed project are discussed on pages 4.7-30 and -31 of the RDEIR. The City of Rocklin has requested consultation with the appropriate Native American groups under SB 18. The United Auburn Indian Community is actively involved in consultation on the project and the Historic Properties Management Plan being prepared by the developer for review and approval as part of the federally mandated Section 106 process. (RDEIR page 4.7-27).

Response to Comment 39-25

The comment refers to air quality, transportation, and cultural resources concerns, but does not provide specific reference to the adequacy of the RDEIR in addressing those issues.

Response to Comment 39-26

In accordance with CEQA Guidelines Section 15126.6(a), the RDEIR presents a range of reasonable alternatives to the proposed project on pages 6-5 through 6-23. The comment expresses an opinion, but does not specifically address the adequacy of the RDEIR.

Response to Comment 39-27

The commenter is correct in noting that the Maximum of 180 Units Alternative is identified as the environmentally superior alternative in the RDEIR. The remainder of the comment consists of an opinion, but does not specifically address the adequacy of the RDEIR.

Response to Comment 39-28

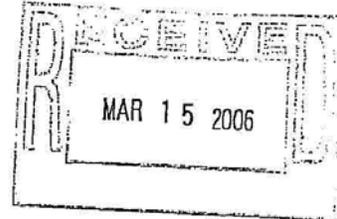
The comment does not address the adequacy of the RDEIR.



Letter 40

March 14, 2006

David Mohlenbrok
Planning Department Staff
City of Rocklin
3970 Rocklin Rd.
Rocklin, CA 95677



Dear Mr. Mohlenbrok:

The following comments are an addendum to questions submitted on March 3, 2006 and concern the Recirculated Draft Environmental Impact Report (January 2006): Clover Valley, Large and Small Lot Tentative Subdivision Maps.

40-1

I have further questions concerning the traffic study data for the above-named document. It seems that the true traffic impacts have not been fully assessed because the regional flow of traffic is not adequately presented.

In Volume II, page 12, it states, "the greatest increases in daily traffic volume occur on Park Dr. and Sierra College Blvd. adjacent to the Proposed Project. Park Dr. increases by 9,000 daily vehicles northwest of the project entrance and increase by 5,100 south of the project entrance. The increases on Park Dr. are due not only to the new development introduced on the Clover Valley site, but also the addition of Valley View Parkway..."

40-2

Section 3.11 under Project Objectives, # 6 states: *Provide the regional benefit of creating a roadway connection from Park Drive to Sierra College Blvd. via the proposed Valley View Parkway and to establish an alternative evacuation route for residents in the northeast area of the City.*

How can the figures stated in Volume II, page 12, the 9,000 and 5,100 trips, be considered a fair assessment of traffic impacts? The objectives state a **regional benefit** is a project goal for Valley View Parkway. Isn't the suggestion of 9,000 northwest car trips and 5,100 to the south inadequate, even misleading?

40-3

The analysis given does not give a total picture of potential regional traffic. As posed in my comments dated March 3, 2006, I ask for a clarification of **Section 5.2** concerning the additional 1082 homes proposed for the land adjacent to the Proposed Clover Valley Project and the impacts of these homes on traffic.

It appears that a much broader traffic impact must be considered if the public is to have the opportunity to make a fair study of traffic impacts. Please answer: What will be the **traffic impact of the regional benefit**, listed under Section 3.11, Objective 6?



**Letter 40
cont'd**

40-4 Further, I am attaching documentation of the Placer Parkway Corridor which is now planned as a high-speed transportation facility. See **attachment # 1**. Because this Placer Parkway will connect traffic to Valley View Parkway, why was this roadway's impact not included in the Valley View Parkway assessment in the DEIR? Isn't this Placer Parkway part of the 'regional' traffic pattern affected by Valley View Parkway and outlined in the **Section 3.11** project objectives?

40-5 Additionally, I am submitting an article from the Sacramento Bee, dated 3/12/2006 entitled: **Placer wants to untangle traffic**. This article refers to the Placer County model, called the "Super Cumulative" approach, to look at transportation needs in South Placer County. Why is this model not included in the DEIR? Isn't the data and text of this document germane to the Proposed Clover Valley Subdivision Project?

40-6 I suggest that the traffic impacts as outlined in the DEIR are seriously inadequate. As traffic becomes an increasingly significant consideration to all citizens, the City of Rocklin must insist that the Environmental Impact Report present a rigorous and accurate traffic analysis and study. Will the City of Rocklin require a new EIR and insist on a higher standard of reporting?

Thank you for your consideration of this addendum comment letter.

Sincerely,



Allison Miller
Save Clover Valley

Attachment # 1-Placer Parkway
Attachment #2- Placer wants to untangle traffic (Sac Bee)

Attachment #1

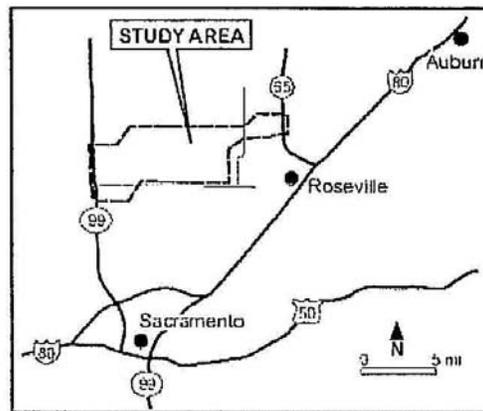


PLACER PARKWAY CORRIDOR PRESERVATION

- ▷ Project Description
- ▷ Corridor Alternatives
- ▷ Environmental Review
- ▷ Funding
- ▷ Public Outreach
- ▷ Project Schedule
- ▷ Project Library
- ▷ Who to Contact

Welcome to the Placer Parkway Corridor Preservation Project!

The Placer Parkway is to be an approximate 15-mile long, high-speed transportation facility, which will connect State Route (SR) 65 in western Placer County to SR 70/99 in south Sutter County. It will link existing and planned development near some of the region's fastest growing communities while improving access to the I-5 corridor, downtown Sacramento, and the Sacramento International Airport.



Work, via two phases, is underway to identify and preserve a corridor for right-of-way acquisition.

Phase 1: Identify Corridor Alternatives

Completed – September 2005

» 5 Recommended Corridor Alternatives (September 2005)

Phase 2: Complete Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1 EIS/EIR)

Underway - Draft Tier 1 EIS/EIR - fall 2006

Final Tier 1 EIS/EIR - early 2008

Maps and spreadsheets within this website are PDF files, many of them large in size. If you are having trouble viewing/downloading content, you may arrange for hardcopies by calling (530) 823-4030 or by sending an email to pctpa@pctpa.org. To view PDF files, you will need Adobe Acrobat Reader.



PressClub MEMBER BENEFITS Save up to \$50.00 with Albertsons.com

SEARCH SHOES AND SHIRTLET

SEARCH YELLOW PAGES AT sacramento.com

News | Sports | Business | Politics | Opinion | Entertainment | Lifestyle | Travel | Women | Classified | Homes | Cars | Jobs | Shopping | Autos

metroPCS GET THE ULTIMATE UNLIMITED PLAN JUST \$45 A MONTH FOR UNLIMITED

- local & long distance calling
- text messaging
- enhanced voice mail

SHOP OUR PLANS

Sacbee / Community News / Placer Powered by: metroPCS

- Sections:
- Coverage area map
 - Arts Groups
 - Community Groups
 - Community Info
 - Auburn Profile
 - Lincoln Profile
 - Rocklin Profile
 - Recent Real Estate Sales
 - Auburn Government
 - Rocklin Government
 - Placer Government
 - Placer Schools
 - State Legislature
 - Area Summer Activities
 - Colfax High School
 - Del'Orp High School
 - Granite Bay High School
 - Lincoln High School
 - Placer High School
 - Rocklin High School

metroPCS

SHOP OUR PLANS

Attachment #2
3 pages

Community News PLACER

RELATED INFO

Placer wants to untangle traffic

Major projects are in the works, but county explores timelines, routes and how to pay for them.

By Niesha Lofing -- Bee Staff Writer

Published 2:15 am PST Sunday, March 12, 2006

Story appeared in South Placer Roseville section, Page N1

With more growth for South Placer County looming in the near future, officials are diligently planning how to solve transportation and traffic problems - and how to pay for improvements.

Details and updates regarding transit projects and six traffic improvements - including the Interstate 80 widening project, the Lincoln bypass and Placer Parkway - were presented to county Planning Commission members Thursday during an informational hearing.

"The key is when and where and how to pay for these improvements," Rick Dondro, deputy director of the county Public Works Department, told commissioners.

The county has created a model - called the "Super Cumulative" approach - to look at transportation needs in South Placer County - and is using it to estimate what transportation improvements would be needed if all the projects proposed for the area were approved, he said.

Several major development proposals are making their way through the county

CURRENT TOP NEWS REPORTS

The Sacramento Bee

Placer wants to untangle traffic

With more growth for South Placer County looming in the near future, officials are diligently planning how to solve transportation and traffic problems - and how to pay for improvements.

The improvements - and what they cost

The following transportation improvements and projects were presented to Placer County Planning Commission members as ways to help handle anticipated traffic increases because of growth in the southern part of the county:

Dry Creek redraws schools' borders

About 230 Roseville and Antelope students will be moved in the fall from their current schools to Dry Creek Elementary School, where enrollment will drop with the opening of the new Barrett Ranch Elementary School in Antelope.

Rescuing a menagerie

A pair of spitting llamas, some elusive potbellied pigs, a goat

Placer - Placer wants to untangle traffic - sacbee.com

planning process and are scheduled to come before the Board of Supervisors for consideration in the next two years, including Placer Vineyards, Placer Ranch and the Regional University project.

Commission member Michelle Ollar-Burris said traffic congestion in South Placer County is terrible, and long-term planning is needed.

"For us to be able to house people, we need to plan where they're going to and how to move them from one place to another," she said.

Two of the most critical areas are Interstate 80 and Highway 65, Dondro said.

"These roadways are destined to congest in the future," Dondro said.

One project in the works, dubbed the I-80 "bottleneck" widening, will add carpool and auxiliary lanes from the Placer County line in Roseville to Highway 65. Auxiliary lanes are freeway lanes dedicated to traffic entering or exiting the highway, reducing interference with through traffic.

The project is estimated to cost about \$210 million, and \$85 million in funding has been identified, he said.

With the current funding, eastbound auxiliary lanes and improvements are scheduled to be added this summer, while westbound improvements would not be made until about 2024.

Also of importance are the Lincoln bypass and Placer Parkway, Dondro said.

The Lincoln bypass would add a new four-lane highway that would start at Industrial Boulevard, go around Lincoln and hook back into Highway 65 near Sheridan. The first phase of the project is estimated to cost \$253 million, of which \$230 million in funding has been identified. It is hoped that construction will begin in the summer of 2007.

Placer Parkway, a 15-mile high-speed roadway connecting Highway 65 to highways 70 and 99 in south Sutter County, is estimated to cost \$660 million, of which \$55 million in funding has been identified.

Five routes have been proposed for the parkway. The project is in the planning stages, and the final route is hoped to be determined in two years, Dondro said.

Also presented Thursday were possibilities for public transit.

Creating a regional rail service and bus rapid transit are the most cost-effective methods when it comes to new transit opportunities, Dondro said.



and at least one 'frail' cat got down and dirty with animal control officers last week.

Carlos Alcalá: Late councilman's photographs to get a showing after 60 years

Exposed! A little-known part of Earl Rush - the late Roseville councilman and mayor - is coming to light. "After he passed away (in December 2004), I was just going through things in the garage," said his widow, Virginia Rush. She discovered dozens of large, mounted black-and-white photographs that her husband made in the 1940s as a photography student under the GI Bill. Rush was a fairly influential local figure, but seeing him behind the camera - a large-format, 4-by-5 bellows camera in one self-portrait - is a novelty for most who knew him. "Out of nostalgia, I started going through them," Virginia said. Seeing the quality of the images, she contacted Roseville Arts! The arts organization responded by planning an exhibit of the 60-year-old photographic work. "It's an interesting insight into Earl Rush," said Beth Rohlfes, curator for the show. Among the images that might surprise is one of the few with a formal title. It's labeled "One on the Aisle," and it's a shot of movie theater seating. One aisle seat, however, is occupied by a toilet, apparently with water in the bowl. ... The show will open April 22 in the Roseville Civic Center, a building Rush was proud to have ushered into existence. ...

Public safety watch: Rocklin police arrest suspected 'boosters'

It didn't take long for Rocklin police to put their training into practice in combating a trendy new crime known as "booster crews."

Friendly paws

Tami, a 2-year-old Siamese cross with lynx point markings, is a sweet and affectionate lap cat that is looking for a quiet home, preferably with adults and older children. She likes to be held and petted and is very comfortable with people. Visit her at the Placer Society for the Prevention of Cruelty to Animals, online at

www.placerspca.org, or call (916) 782-7722 and ask for ID No. 437823.

Placer - Placer wants to untangle traffic - sacbee.com

Regional rail is a proposed commuter rail system that would run between Auburn and Oakland.

The estimated cost of regional rail and bus rapid transit is a combined \$160 million, of which \$6 million in funding has been identified.

"We believe the heavy rail along the Capitol Corridor route is the way to go," he said. "Light rail to Roseville is kind of a redundant type of approach."

Bus rapid transit would provide special lanes for buses and gives them right-of-way privileges on roadways.

"They need to have their own right of way, otherwise, bus and rapid transit are an oxymoron," Planning Commission member Gerry Brentnall said.

The problem plaguing all the improvements and ideas, however, is that there is not enough money to fund everything, Dondro said.

County and transportation officials are hopeful that a mix of local funding, such as increased developer fees and a half-cent sales tax, could be the solution.

Dondro said officials have determined that 90 percent of people in California live in a county with a sales tax devoted to transportation.

Having sales tax revenue to use as matching funds to get much-needed state and federal dollars also could help the county, he said.

"That's how the transportation game is played today," he said. "You have to have your own source of money."

A sales tax increase requires a two-thirds approval by county voters.

Commissioner Ollar-Burriss said that while raising developer fees is an option to help fund transportation projects, she is concerned that raising fees will further increase skyrocketing housing prices.

"It's not the developer paying for it, it's the end user," she said. "If we continue to put it on the development community, we'll just see a huge escalation in housing costs."

ABOUT THE WRITER:

The Bee's Niesha Lofing can be reached at (916) 773-6846 or nlofing@sacbee.com.

The Sacramento Bee Unique content, exceptional value. **SUBSCRIBE NOW!**

RELATED STORIES

Letters

During the past year, we've made requests to Placer County Supervisor Robert Wey-gandt and former Chief Executive Officer Jan Christofferson to make Animal Services a stand-alone department. In November, we came public with our request. To date, there has been no response from the county.

Tell us your views

A lot is happening in Placer County. Whether it's creating visions of new downtowns, redrawing school boundaries or hearing plans to develop Rocklin's Clover Valley, many issues provoke strong feelings. We hope to devote space each Sunday to letters about stories we print and topics you care about. We'd like to hear your opinions, whatever strikes you as noteworthy. Send your letters via fax, e-mail or U.S. mail. Limit letters to 250 words and provide a name and a phone number so we can call to confirm them.

**Yvonne McKinney:
Maybe we can go home again**

I first encountered the phrase "You can't go home again" when I was a senior at Oakmont High School.

LETTER 40: SAVE CLOVER VALLEY (MARCH 14, 2006)

Response to Comment 40-1

This is an introductory comment and does not present any direct discussion regarding the adequacy of the EIR.

Response to Comments 40-2 and 40-3

The commenter asserts that the traffic volumes of 9,000 and 5,100 included in the DEIR are “inadequate, even misleading”, and that the analysis “does not give a total picture of potential regional traffic.” The year 2025 scenarios included in Section 4.4 are based upon traffic of the proposed project as well as traffic from existing development and development in the City of Rocklin and surrounding municipalities that is projected to occur through the year 2025. The traffic projections for Valley View Parkway and Park Drive include non-project traffic with origins and / or destinations in the City of Rocklin, as well as non-project traffic with origins and destinations outside the City. Valley View Parkway provides an additional route for this traffic. Thus, the traffic impact of the non-project traffic has been considered in the analysis.

Response to Comment 40-4

As is consistent with established professional standards for analysis of project related traffic impacts, only approved transportation facilities are included in the future year modeling. The Placer Parkway project has not been included in the traffic forecasting for the project because it is neither approved nor funded.

Response to Comment 40-5

The City of Rocklin’s travel model was utilized in the transportation analysis. This travel model has a year 2025 scenario that provides a 20-year planning horizon. This planning horizon is utilized by the City to plan its roadway infrastructure, and considers the cumulative effects of land development anticipated over the next twenty years.

Response to Comment 40-6

As addressed in the responses to comments 40-2 through 40-5, the issues of the cumulative effects of other anticipated land use projects and transportation facilities have been included in the transportation analysis.