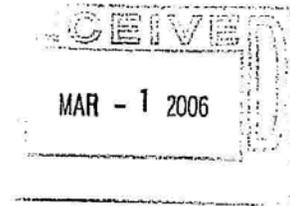


Letter 124

February 27, 2006

City of Rocklin
Planning Department
3970 Rocklin Road
Rocklin, CA 95677



To the Planning Commission and City Council Members:

124-1

I'm writing to express my concern regarding the Clover Valley Project and the Valley View Expressway connecting to Park Drive. I do approve of the development of Clover Valley, if it has to be done. However, I don't feel that the expressway should be approved. I commend the developer for changing the roadway to a two lane road but still do not believe this is in the best interest of the residents of Rocklin.

124-2

When this development was first proposed, there was no Bickford Ranch, Sun City Lincoln Hills, Twelve Bridges or other developments in Lincoln. As we are all aware, neither Interstate 80 nor Highway 65 can handle all the traffic that these developments have placed on them. I'm sure all of us have noticed the backlog of traffic on both I-80 and Hwy 65 due to the Hwy 65/I-80 interchange. Valley View Parkway will become a shortcut around this interchange. It will also become a shortcut to shopping in Roseville, Sutter Hospital and Kaiser, Costco, Sam's Club and on and on.... The figures for the additional number of vehicles using Park Drive stated in the DEIR will only increase as the area continues to grow. These figures don't even include vehicles from Rocklin's new developments. When I-80 is bumper to bumper, people will use Valley View Parkway thinking they can get to their location faster by using this proposed connection. Is this what we really want for Rocklin – an expressway splitting the city in to two? Do we want to become just a "pass-thru city?"

124-3

In reading the DEIR, Valley View Parkway will be located within three miles of SR193 and even less from the Bickford Ranch development. The study points out there are existing noise barriers already in place along Park Drive. If one drives down Park Drive, you'll notice that there are some areas which only have wooden fences and others have no barriers at all, i.e. schools and senior communities near Stanford Ranch Road. In the DEIR it shows that even the Clover Valley development will have 6' high barriers. So....barriers will have to be heightened and new ones installed. Who is going to bear the expense of these noise barriers? What about the increase in drunk drivers returning from the casino to their homes in Lincoln? Wasn't it just a year or so ago that a young boy was killed by a drunk driver while riding his bicycle with his father?

124-4

There are 20 plus entrances and exits on Park Drive, who is going to be responsible for the increased number of accidents due to an almost constant flow of speeding traffic? Traffic along Park Drive rarely goes the speed limit. The medians in many locations will have to be extended to prevent vehicles from crossing Park Drive. New four-way stop

124-4
cont'd

↑ signs and traffic lights will have to go up on Park Drive. Who will pay for these additional traffic lights? Plus there are only a few crosswalks for people to use to cross Park Drive. The City of Rocklin has done a wonderful job of establishing walking trails, bicycle lanes and parks. This is a community where you feel safe and know that your family is safe. It is a great place to raise a family! But if Valley View Parkway is approved, people will be afraid to ride their bicycles, jog or enjoy the parks. WHY RUIN ONE OF THE MAIN REASONS THAT FAMILIES MOVE TO ROCKLIN! I don't understand why thousands of people are being asked to change their way and quality of life to benefit the people of Bickford Ranch, Sun City Lincoln Hills, Twelve Bridges and everyone else who chooses to use this thoroughfare as a shortcut?

124-5

Valley View Parkway is proposed as a two-lane road but in the future will it be widened to four lanes? How much will this proposal cost the taxpayers and homeowners of Rocklin? Will we all have to bear the cost of another school bond to build their schools? How about the proposed fire station? The future plans for Rocklin are to establish a downtown area. Why then are we taking the traffic away from the proposed downtown area? Seems like the widening of Pacific Street then was a waste of money.

124-6

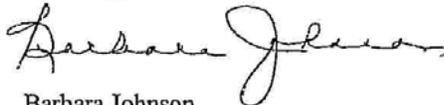
One solution I feel could work is each subdivision located in the Clover Valley area having a front and rear gate. The front gate would go out to Sierra College Blvd. and the rear gate could be connected to Park Drive. Park Drive would still see an increase in vehicles from over a thousand homes but it wouldn't have the pass through traffic. This would help with the air quality, noise, etc. Also, emergency vehicles would then have easy access to these neighborhoods. I really do believe this would be a compromise that everyone could live with.

124-7

"If you lived on or near Park Drive or your children attended Granite Oaks Middle School would you be satisfied with the pending proposal?" Put yourself in our places, what would your answers be? Please do not approve the Valley View Parkway from Sierra College Blvd to Highway 65.

Thank you for your time and consideration.

Sincerely,



Barbara Johnson
4516 Scenic Drive
Rocklin, CA 95765

LETTER 124: JOHNSON, BARBARA

Response to Comment 124-1

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

Response to Comment 124-2

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 comments 19-15 and 28-1.

Response to Comment 124-3

Though the proposed project is expected to result in an increase in traffic and traffic-related noise generated along park Drive and Sierra College Boulevard, the noise level increases were not found to be significant according to the City of Rocklin's standards; therefore, no additional mitigation would be required for existing sensitive receptors along those roadways. See Impact 4.6I-1 for a detailed discussion of this impact.

Drivers operating motor vehicles under the influence of alcohol and drugs are an unfortunate reality, whether or not they are casino patrons. This is an existing (and future) condition that is unrelated to the development of this project. Valley View Parkway will be constructed in accordance with City, state, and federal transportation standards.

Response to Comment 124-4

Please refer to the Response to Comment 124-2. The City's traffic impact fee program collects funds for transportation improvements related to new development, such as traffic signals.

Response to Comment 124-5

Valley View Parkway is proposed as a two-lane roadway. There is no proposal at this time to widen the roadway to four lanes. Based upon the transportation analysis of cumulative year 2025 conditions, a two-lane roadway will operate at an acceptable level of service. Impacts on schools and public services are discussed at Chapter 4.12 of the DEIR.

Response to Comment 124-6

The construction of the Valley View Parkway is included in the City of Rocklin General Plan, closing off the parkway from the general public would be contrary to the purpose of the roadway as determined by the Circulation Element of the GP.

Response to Comment 124-7

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

Letter 125

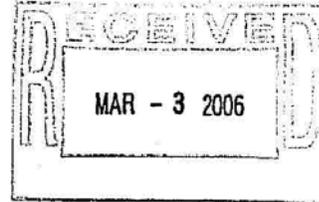
HUNTER K. JOHNSON

5136 Wedgewood Way
Rocklin, CA 95765
Phone (916) 202-2768
Fax (916) 315-1864
hunterj@starstream.net

March 2, 2006

Mr. Terry A. Richardson, Director
City of Rocklin, Planning Division
3970 Rocklin Road
Rocklin, CA 95677

Dear Mr. Richardson,



125-1

Thank you for the opportunity to provide written comment on the Clover Valley Recirculated Draft, Environmental Impact Report, Large and Small Lot Tentative Subdivision Maps, Project # SD-98-05, SCH # 93122077. This issue confronting the City of Rocklin and political leaders is a highly sensitive project deserving thoughtful consideration. The Environmental Impact Report examining large and small lot subdivision maps is a better project and will perhaps mitigate less disruption to the site than the previously considered large map subdivision. Issues I would like to briefly discuss are the consistency of the project conforming to the City General Plan, environmental impact concerns, and future relationships between the City of Rocklin and ethical developers. In a nutshell, I believe Clover Valley Partners have presented a proposal addressing most of the communities' concerns by reducing homes by 43 percent and preserving the pristine Clover Valley to 60 percent open space.

125-2

The Large and Small Lot Tentative Subdivision Map for Clover Valley is consistent with the City of Rocklin General Plan. Yes, Clover Valley is a beautiful tract of land in the Northeast section of our beautiful community and it is our responsible to ensure this area becomes a development sensitive to environmental concerns as this area is transformed in accordance with the General Plan. A high quality development preserving open space and limiting cookie cutter housing projects is highly desirable. The mix of small and large lots preserves and exceeds the consistency and quality of developments in the surrounding area including Whitney Oaks, Clover Valley Rawhide Road area, Springfield, and the newly emerging Whitney Ranch. Many residents desire the preservation of this area, but it has been zoned and approved for single family development and as a City, we are legally bound to the 1998 Development Agreement. As such, the Clover Valley Partners proposal without question, exceeds the expectations of the 1991 General Plan, Zoning Ordinance, and 1991 General Plan Draft and Final Environmental Impact Reports.

125-3

Clover Valley Partners have proposed a plan that realistically addresses the environmental concerns presented in the newest Environmental Impact Report. Without question, development does alter the environment, but this proposal is sensitive to community concerns and will finally set a course for the successful development of Northeast Rocklin. Their reservation of land for a future fire station will also provide critical protection to citizens in this area. I am confident Clover Valley Partners will ensure the quality of our community is not compromised as this attractive tract of land is not only developed, but largely preserved with 366 acres dedicated to open space. Personally, I believe this Environmental Impact Report is a win-win proposal in relation to the previous proposed large lot subdivision with less open space and more housing compounding noise and traffic concerns.

125-4

Two issues I wish the Clover Valley Partners to consider are: (1) a sum-zero loss of trees in the development as for every tree cut, one will be planted as a replacement and (2) the concerted effort to preserve the significant archeological sites. Fulfilling these two concerns will greatly reduce the

125-5

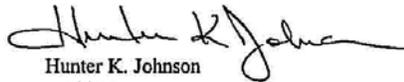
125-5
cont'd

↑ environmental impact of developing Clover Valley. I applaud the efforts of Clover Valley Partners to create a realistic development plan that the City Council can approve without reservations. The reduction of homes to 558 and increasing open space to 366 acres is an extremely promising compromise to our concerns.

125-6

The City of Rocklin and City Council should be sensitive to citizen concerns, but also balance smart developmental practices to encourage a fair business environment for thoughtful development of our City, especially when we look forward to the first-class development of our downtown. Rejecting the fair compromise of the Clover Valley Partners may send the wrong impression to future developers who strive to bring exceptional projects to the City of Rocklin. I encourage the City Council to approve the Clover Valley Recirculated Draft, Environmental Impact Report, Volume 1 of 2, Large and Small Lot Tentative Subdivision Maps, Project #SD-98-05, SCH # 93122077.

Respectfully submitted,


Hunter K. Johnson
Resident

Cc: Al Johnson

LETTER 125: JOHNSON, HUNTER K.

Response to Comment 125-1

This is an introductory comment. The comment does not include any specific comments relevant to the EIR.

Response to Comment 125-2

Comment noted.

Response to Comment 125-3

Comment noted.

Response to Comment 125-4

The commenter expresses a desire for the Clover Valley Partners to consider 1:1 tree replacement program. This comment does not address the adequacy of the EIR and will be forwarded to the appropriate decision-making bodies.

Response to Comment 125-5

The commenter states that an increased effort to preserve archeological sites would reduce public concerns regarding the proposed project. This comment does not address the adequacy of the EIR and will be forwarded to the appropriate decision-making bodies.

Response to Comment 125-6

The commenter supports the approval of the EIR. This comment is a concluding statement and does not require a response.

Letter 126

2412 Horseshoe Ct.
Rocklin, CA 95765
March 5, 2006

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

RECEIVED
MAR - 6 2006

RE: Clover Valley development

Dear Mr. Mohlenbrok:

126-1

We live in the Springfield Community and are among the many residents of Rocklin who are very concerned with the impact of the development of Clover Valley.

We are active walkers and enjoy viewing the beautiful and serene beauty of Clover Valley. Although the developers contend that only 26 percent of the land will be used for homes and roads, this still amounts to a big reduction in the view of the Valley from the top of Park Drive.

126-2

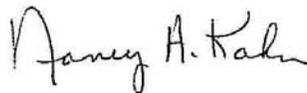
Another major concern we have is the impact traffic will have on those living in Springfield, especially those of us who use the first gate to enter/leave Coldwater Drive onto Park Drive. We firmly believe that by developing Clover Valley, the added traffic congestion, noise and pollution will reduce the quality of life not only for Springfield residents but other residents in the north part of Rocklin.

126-3

Although there are some positive aspects to the development, we believe the negatives outweigh the positives. Thank you for the opportunity to express our concerns about the development of Clover Valley.

Sincerely yours,


Kenneth Kahn


Nancy A. Kahn

LETTER 126: KAHN, KENNETH AND NANCY A.

Response to Comment 126-1

The DEIR addresses impacts regarding scenic views on and off the proposed project site in Impact 4.3I-1. Though the recommended mitigation measures would reduce the effects, the impact would remain significant and unavoidable. 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. See Master Response 3 - Aesthetics

Response to Comment 126-2

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.

Response to Comment 126-3

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

Letter 127

David Mohlenbrok

From: Patricia Kapsalis [patkap@starstream.net]
Sent: Sunday, March 05, 2006 9:03 AM
To: David Mohlenbrok
Subject: Clover Valley Development

Regarding: Clover Valley Development

City of Rocklin Planning Dept., regarding the project--especially the traffic impacts for Springfield Residents

To: David Mohlenbrok, Senior Planner, City of Rocklin

We are very concerned about the Valley View Parkway and what this will mean to the well-being and quality of life for residents of our active adult community. No current resident of Springfield or Rocklin benefits. If this project goes through, Park Dr. will be like a Roseville Parkway or Taylor Rd., complete with traffic congestion, noise and pollution.

127-1

The current Environmental Impact Report says there will be 558 homes generating up to 9 car trips per day each. Thousands of cars would be passing right through the heart of Springfield - at least 5100 up from the valley floor towards the Gables and 9000 towards Hwy. 65 each day! In addition, the report explains that another developer will be building adjacent to Clover Valley, adding another 524 homes - doubling the traffic impact on Park Dr!

We want to keep Springfield a safe and welcoming community for seniors; not a thoroughfare.

Dean and Patricia Kapsalis

Concerned Springfield Residents

03/06/2006

LETTER 127: KAPSALIS, DEAN AND PATRICIA

Response to Comment 127-1

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. Valley View Parkway offers residents of Rocklin an additional route to access Sierra College Boulevard.

Letter 128

January 23, 2006

Mr. David Mohlenbrok
Senior Planner
City of Rocklin
3970 Rocklin Rd.
Rocklin, CA 95677

JAN 25 2006



Dear Mr. Mohlenbrok.

128-1

I am a working, taxpaying, 25 year resident of Rocklin living on Clover Valley Rd. in Rocklin. I am very concerned and saddened about the proposed development, and destruction of this last wetland in our already bulging city.

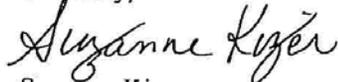
128-2

I have a copy of the new REIR, first section. (I plan to get part II). It weighs 7 lbs, is 2 inches thick, with double sided printed pages. I am asking for an extension of ninety days for myself, my family and friends, or any other Rocklin resident to have a reasonable time to read and study it, and be allowed to come to an intelligent understanding of the ramifications it means for ALL of Rocklin. As a citizen of Rocklin it is our right.

This is the third draft, taking years to prepare. It is the collaborative effort of many experts and California agencies. Therefore it only seems reasonable for the people it will DIRECTLY EFFECT, to be allowed as much time as possible to read it.

Please consider my request seriously.

Sincerely,



Suzanne Kizer

LETTER 128: KIZER, SUZANNE (JANUARY 23, 2006)

Response to Comment 128-1

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

Response to Comment 128-2

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 15th, 2006.

Letter 129

- 129-1 **The impact of the number of oak trees to be removed for this development is rated significant by the REIR. The estimated number of 7,422 oaks does not include the trees removed for roads, commercial property, schools, or “future development” in the valley. Therefore, no one knows how many more oaks will go down. The REIR states (4.81-1) that the Oak Tree Ordinance does not typically apply to commercial property, but this Valley is not typical, the commercial property should be counted in this case. How does the developer plan to get a more accurate count so that a wise and feasible decision can be made?**
- 129-2 **According to the City of Rocklin Oak Tree Preservation Guidelines, page 5, section B, Permit required, it states, an arborist that is certified by the International Society of Arboriculture must do the survey. This was not done in the current REIR. Therefore, the count is inadequate and not accurate. The count has to be done again.**
- 129-3 **In the *grading plan* of this same document it is unclear as to how building retaining walls and grading will protect these trees. Quite the contrary. Grading is so extensive in the REIR, up as high as the tractors allow on the steep hillsides, that extensive root structures will be destroyed. These are critical arteries for the trees’ survival. Many MORE oaks will be destroyed during this process than the ones counted. How will the developer compensate for this domino effect to the oak woodlands?**
- 129-4 **In the *Statement of Purpose*, from the city guidelines, the city considers oaks “a valuable natural resource for the city”; habitat for many wildlife species”; “contribute to the city’s beauty and varied scenery”; “shade for parks and people”, how then can they support a project that will destroy thousands (the exact count is unsure) of blue oaks, valley oaks, some hundreds of years old. It takes decades for some oaks to germinate, how can the city be so cavalier about bull dozing them under? The mission statement further explains the decline of oaks everywhere around this city. If the purpose is to save and protect this valuable resource, it seems totally hypocritical to destroy them by the thousands. Can the city explain this? It is not logical.**
- 129-5 **The construction of the parkway through the valley would destroy even more oaks. To build a 2 lane highway (zoned for 4 lanes for “future development”) and add 16,000 cars with harmful exhaust, and noise; will only harm existing trees left behind. This is a valley. Air sits in the valley when the fog rolls in and when it’s hot. Trees give off life giving O2, shade for animals and people, homes and protection for small creatures. Is this a reasonable tradeoff for a higher quality of life for people who will there? Please define the quality of life the developers envision. Removing trees diminishes air quality which is necessary for a healthful environment. This project does not consider the ramifications of health problems caused as a result of the air pollution to follow development. Breathing clean air is a commonwealth for us all, it is not feasible to take that right away from the citizens the city officials have been elected to represent their best interests.**
- 129-6 **Mitigation Measures**