

Zlatan Vasilj
Roseville, CA 95661

Letter 181

March 3, 2006

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

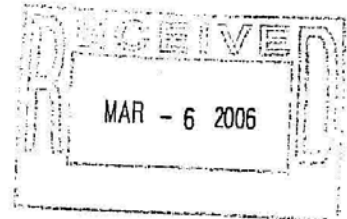
Dear Mr. Mohlebrok,

Regarding the Clover Valley Project:

I own property on Sierra College Blvd close to the Clover Valley Project. I **support the Clover Valley Project and I believe the EIR has addressed the necessary issues and I don't see any problems.**

This project will be a great improvement to the community and so I hope they start very soon.

181-1



Thank You,

Zlatan Vasilj
Roseville, Ca 95661

LETTER 181: VASILIJ, ZLATAN

Response to Comment 181-1

The commenter states that the EIR has addressed all necessary issues and expresses their support for the proposed project.

Letter 182

6 March

THE CITY OF ROCKLIN
3970 ROCKLIN ROAD
ROCKLIN, CA 95677

"Unproofed and barely finished"
DAN VESSELY
3140 ARROYO AVENUE
ROCKLIN 95677

ATTN: MS LAMARA WEBSTER
RE: CLOVER VALLEY LAKES
RECIRCULATED DRAFT ENVIRONMENTAL IMPACT
REPORT - REVIEW OF - JAN 2006 - AT
PUBLIC HEARING, FEB 23, 2006.

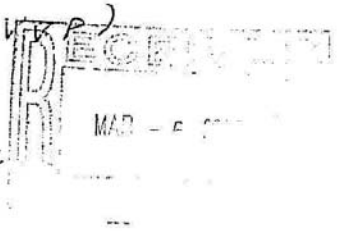
182-1

THE VOLUMINOUS EIR REPORT REFERRED TO
COVERS A GREAT DEAL OF MATERIAL IN A VERY
COMPLETE AND PROFESSIONAL MANNER.

WE WOULD LIKE TO DISCUSS A FEW ITEMS WE SEE
AS INTERESTING TO US, AS FOLLOWS:

i. THE VALLEY VIEW PARKWAY (VVP)

- STEEP ROADWAY GRADIENTS
- NOISE GENERATION + TRAFFIC
- VVP INTERSECTION



182-2

GRADIENTS & NOISE GENERATION, TRAFFIC GEN.
FOR ROADS OF THIS NATURE AN 8% GRADE
IS USUALLY EXPECTED AS THE HIGHEST GRADE
REASONABLY FUNCTIONAL. THERE ARE SOME
IN ROCKLIN SUCH AS ON SUNSET BLVD AT
WHITNEY BLVD. IT HAS AN 8 PERCENT GRADE
AND IT IS READILY NOTICEABLE THAT IT IS DIFFI-
CULT TO KEEP VEHICLES TRAVELING DOWNHILL
FROM TRPAZ AVENUE FROM ACCELERATING PAST
THE SPEED LIMIT AND TO STOP AT WHITNEY BLVD.
BESIDES THIS PROBLEM, THE NOISE OF THE

(112)

CLOVER VALLEY

VEHICLES STARTING DOWNHILL & STOPPING, AS WELL AS THOSE THEN TAKING OFF AFTER THE STOP IS CONSIDERABLE, ESPECIALLY AT PEAK HOUR. SIMILAR PROBLEMS MAY BE EXPECTED TO BE ENCOUNTERED WHEN VVP IS OPERATING. ANOTHER ROAD STRETCH SIMILAR TO THAT WHICH MAY BE EXPERIENCED IS ON STANFORD ROAD AT CREST DRIVE (NEAR FIRE STATION) THEN DOWNHILL TO VICTORY LANE AT ROCKLIN H.S. THIS IS ANOTHER 8 PERCENT GRADE. WE HEARTILY RECOMMEND THE REPRESENTATIVES OF THE CITY TO VISIT THE SITES MENTIONED TO GET A FEELING OF WHAT IT IS LIKE THAT YOU CANNOT GET JUST BY READING ABOUT IT.

NEEDLESS TO SAY THE VVP WILL BE MUCH WORSE AT A 50% INCREASE OF GRADE (12%). PICTURE YOURSELF LIVING NEAR AND TRAVELING ON SUCH A ROADWAY.

CONTINUING ON NOISE GENERATION IT MAY BE BENEFICIAL TO CONSIDER THE METHOD USED TO REDUCE THE LATERAL DISTANCES THAT IT IS NECESSARY TO REDUCE THE FOOTPRINT OF GRADING BOTH ON VVP, AS WELL AS OTHER LOCATIONS IN THE PROJECT. THAT IS THE GENEROUS USE OF CONCRETE BLOCK WALLS, TO REDUCE CUT AND FILL SLOPES, WHICH WILL PLAY A NEGATIVE ROLE IN REDUCING NOISES EARLIER MENTIONED. IN CLOVER VALLEY THE CONFIGURATION OF THE HILLS AND THE NARROW VALLEY LEAD THEMSELVES TO THE TRANSMISSION OF NOISES GENERATED IN

182-2
Cont.

182-3

CLOVER VALLEY

182-3
Cont.

↑ VALLEY. THE CONCRETE BLOCK WALLS, SOME RANGING FROM 40 TO 80 FEET HIGH. (CONSIDER THESE ARE LIKE 40 TO 80 STORY HIGH RISES) OTHERWISE FORMING CANYONS AND ECHO CHAMBERS REFLECTING NOISES ALL AROUND. THESE NOISES WILL REFLECT DOWN THE EXISTING CLOVER VALLEY DEVELOPED AREAS, DILUTING THE EXISTING HOMEOWNERS "QUALITY OF LIFE" DOWN THE ROAD FOR MANY DECADES, COULD THE CITY REQUEST THE DEVELOPERS TO PERFORM WHATEVER TESTING THEY MAY DO, MAYBE EVEN RESEARCHING LITERATURE TO GET A HANDLE ON WHAT IS AVAILABLE TO STUDY THE NEGATIVE EFFECT (MORE SO THAN WAS DONE IN THE EIR WHICH IS EXTENSIVE BUT MAY BE SHORT ON THIS SUBJECT

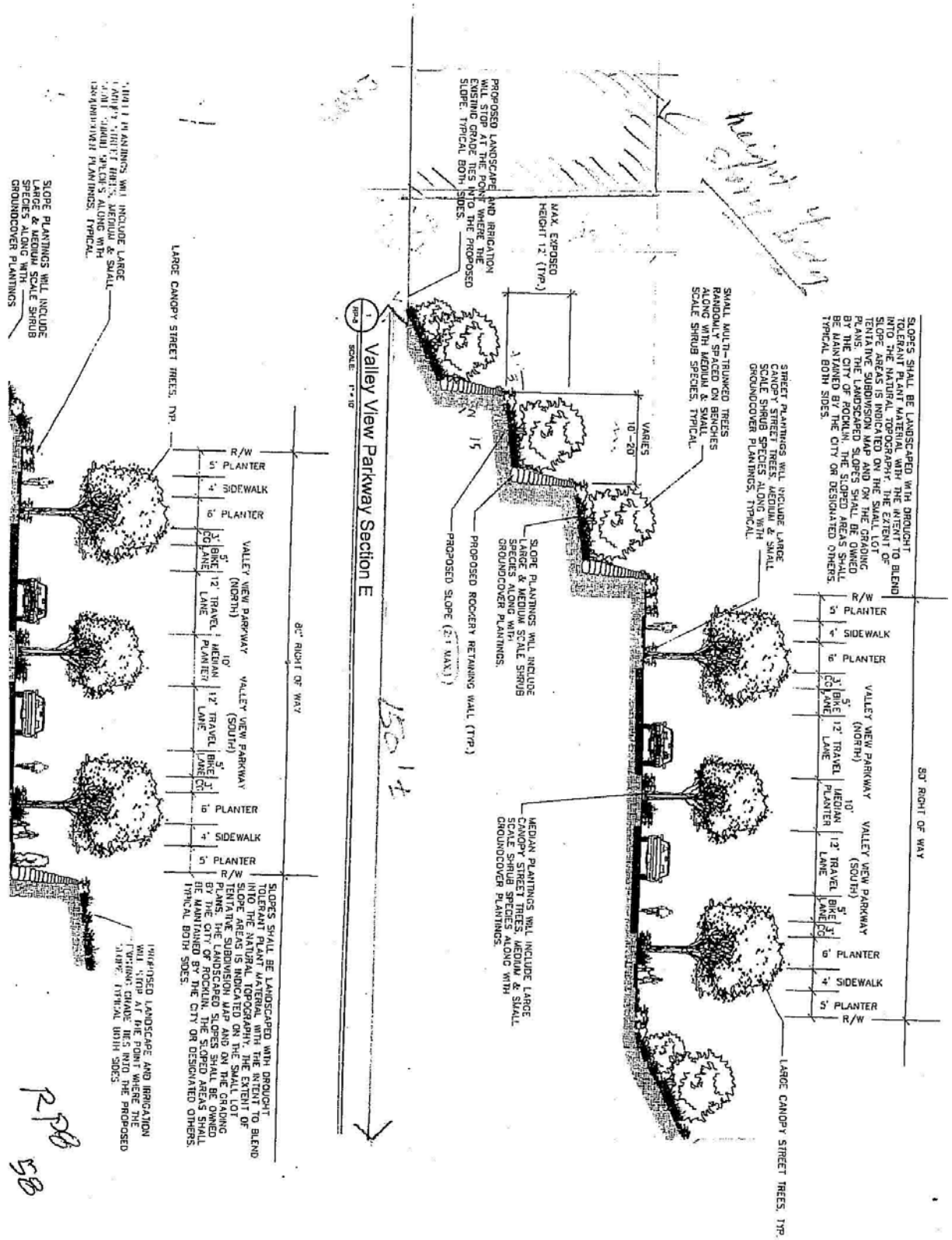
182-4

VVP INTERSECTION

FEWER INTERSECTIONS KEEP TRAFFIC FLOWING BETTER. IT SEEMS THAT THE CLOSE PROXIMITY OF 2 INTERSECTIONS IN THE MIDDLE OF THE PROJECT MAY BE AMELIORATED BY MODIFYING WILD GINGER DR AT VVP, AND CONNECTING THE WILD GINGER DR TO NATURE TRAIL WAY. A SKETCH IS PROVIDED FOR REVIEW AND EVALUATION. IT WOULD ALLOW FLOW OF TRAFFIC BETTER THAN IF TRAFFIC WOULD HAVE TO STOP AT 2 INTERSECTIONS IN A SHORT DISTANCE OF ABOUT 400 FEET.

182-5

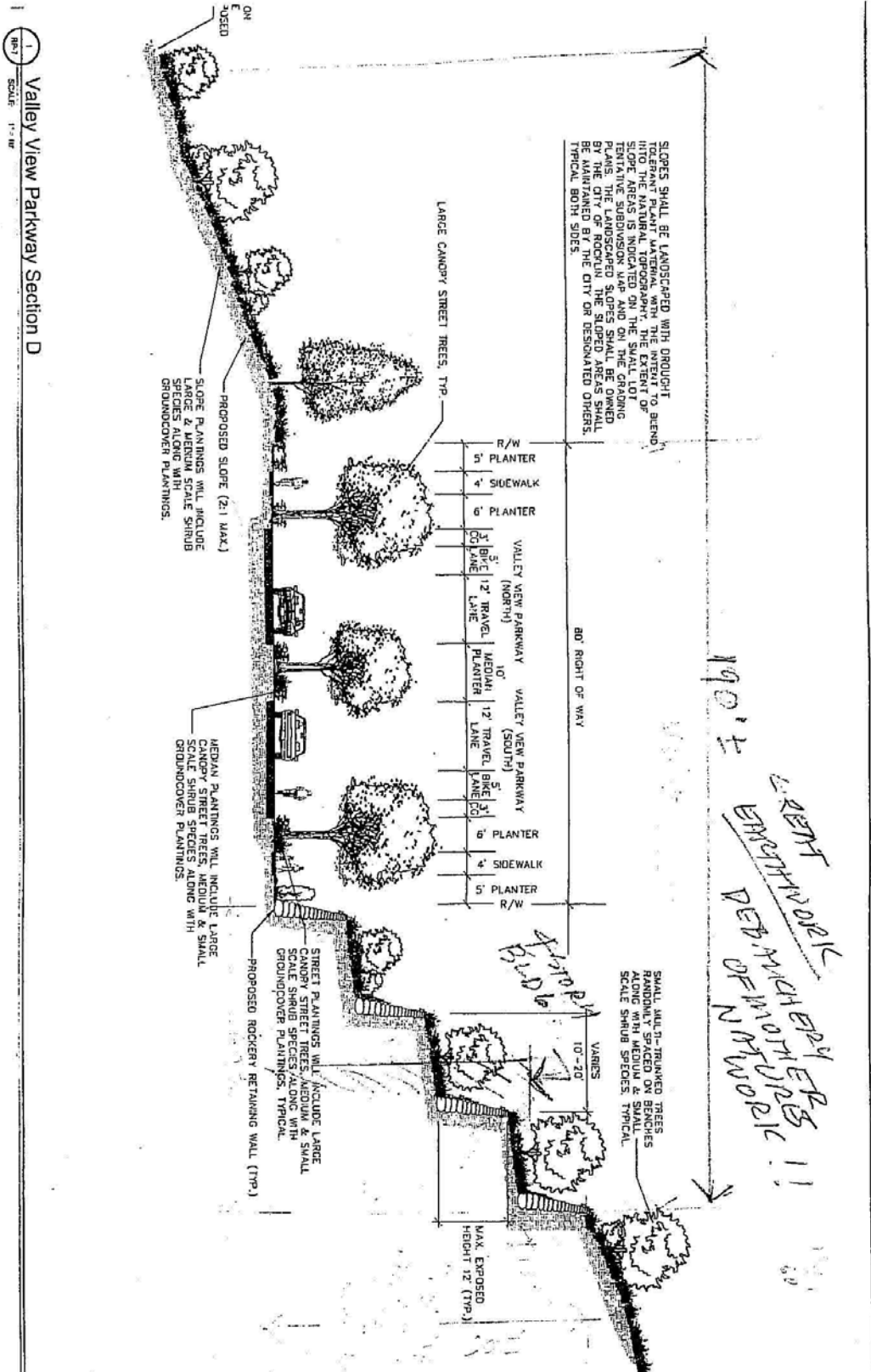
MISCELLANEOUS: PROPOSAL - CHANGE NAME OF PROJECT TO CLOVER CANYONS - per roadway design (3)3
Don Vesely

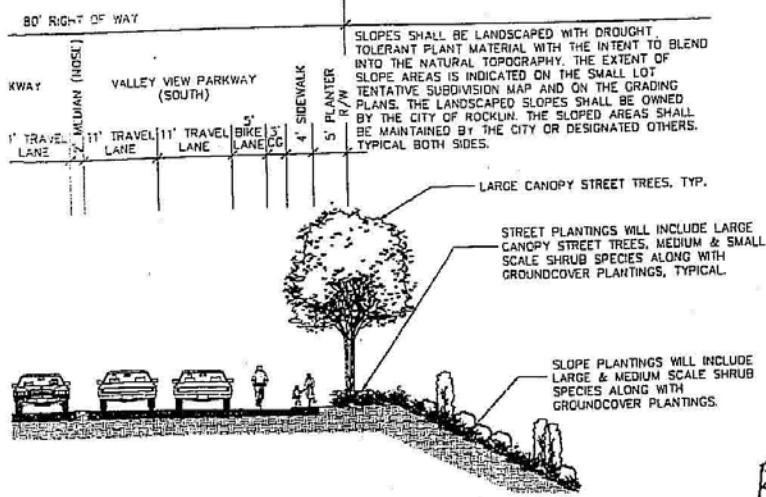
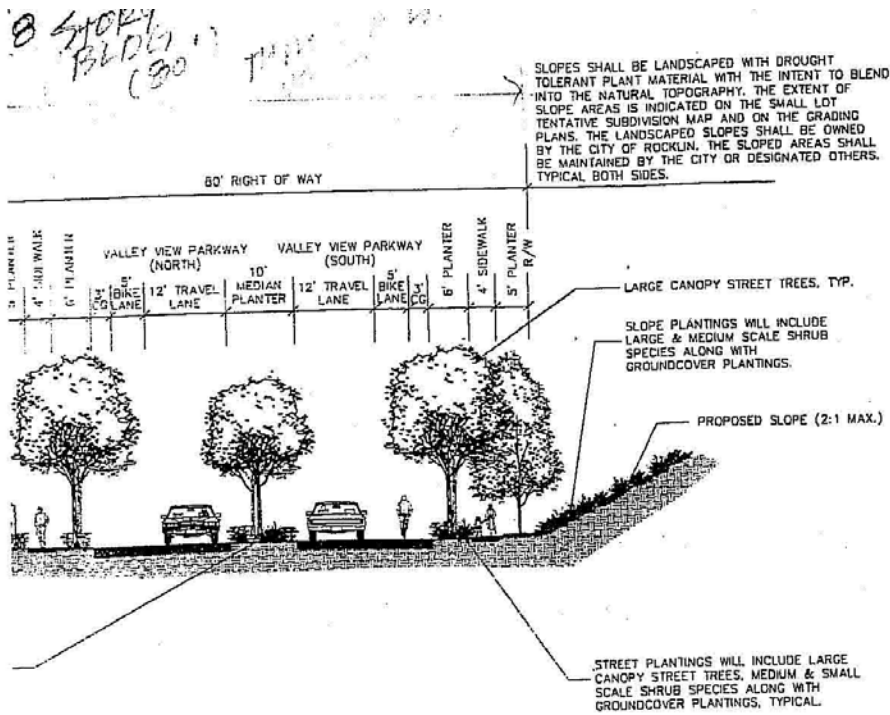


PLANTING PLANS WILL INCLUDE LARGE CANOPY STREET TREES, MEDIUM & SMALL SCALE SHRUB SPECIES ALONG WITH GROUNDCOVER PLANTINGS. TYPICAL.

SLOPE PLANTINGS WILL INCLUDE LARGE CANOPY STREET TREES, MEDIUM & SMALL SCALE SHRUB SPECIES ALONG WITH GROUNDCOVER PLANTINGS.

RFB
SB





Blair

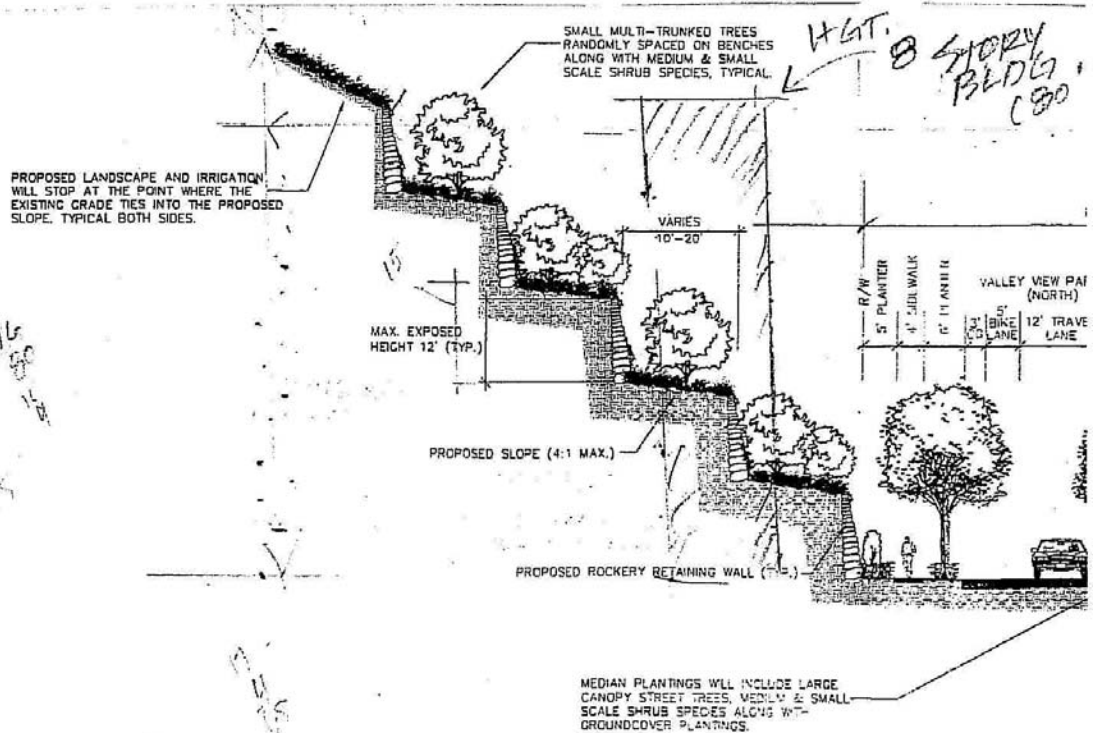
RP-6

5B

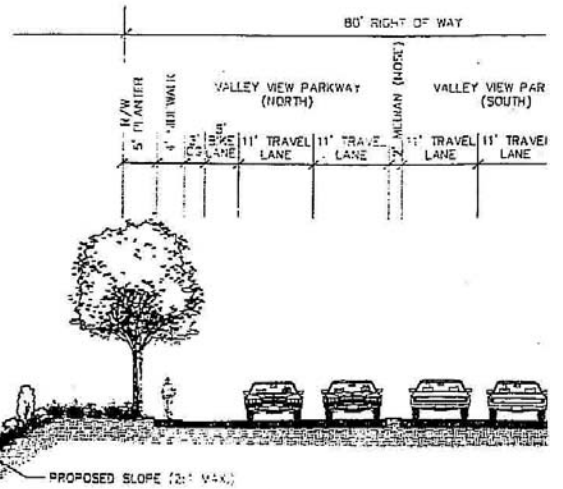
MAINTENANCE OF LANDSCAPED "BENCHES"

PHYSICAL ACCESS OF BENCHES SHALL BE GAINED BY PERSONNEL AND EQUIPMENT WHERE THE BENCH GRADE MEETS UP TO THE EXISTING GRADE

VALLEY VIEW PARKWAY SECTION B & SECTION C	SCALE:		SI
	DATE: AUGUST 2005		JOB NO. 044 38704



1 Valley View Parkway Section B
 RP-6 SCALE: 1" = 10'



2 Valley View Parkway Section C
 RP-6 SCALE: 1" = 10'

	<p>Stantec Consulting Inc. 2590 Venture Oaks Way Sacramento, CA 95833-3288 Tel. 916.559.2500 Fax. 916.921.9274 www.stantec.com</p>	<p>CLOVER VALLEY PARTNERS CLOVER VALLEY CITY OF ROCKLIN, CALIFORNIA</p>	<p>VALLEY</p>
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