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Roseville Manager/cdd

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p. 1



Letter 1

Community Development
311 Vernon Street
Roseville, California 95678-2649

March 6, 2006

City of Rocklin Planning Department
3970 Rocklin Road
Rocklin, CA 95677-2720
Attn: David Mohlenbrok

Via: Fax and Regular Mail

*Fax No. (916) 625-5195
Page 1 of 1*

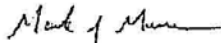
Subject: Clover Valley Recirculated Draft Environmental Impact Report Comments

Dear Mr. Mohlenbrok:

Thank you for the opportunity to review and comment on the subject draft Environmental Impact Report (EIR). Our only comment is that the project should be incorporated into the Highway 65 JPA and SPRTA Fee Programs.

Should you have any questions, please don't hesitate to contact Rob Jensen with the Roseville Public Works Department (774-5331).

Sincerely,


Mark Morse
Environmental Coordinator

cc: Rob Jensen, Roseville Public Works Director

1-1

LETTER 1: CITY OF ROSEVILLE – COMMUNITY DEVELOPMENT

Response to Comment 1-1

All projects within the Rocklin City limits are part of the Highway 65 JPA and SPRTA Fee Programs, including the Clover Valley project. The proposed project will be required to pay appropriate fees at time of building permit issuance.



11484 B Avenue, Auburn, CA 95603 • (530) 745-2330 • Fax (530) 745-2373
www.placer.ca.gov/apcd Thomas J. Christofk, Air Pollution Control Officer

Letter 2

March 06, 2006

SENT VIA FAX 916-625-5195

Sherri Abbas
Planning Services Manager
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677-2720

Subject: Clover Valley Recirculated Draft EIR

Dear Ms. Abbas:

As you are aware, the City of Rocklin is located in the Sacramento Valley Air Basin, which is a non-attainment area for federal health based ambient air quality standards for ozone. In addition, this area is also classified as a non-attainment area for State ozone standards and non-attainment for State particulate matter standards.

Build out of this project will result in significant short and long-term air quality impacts in the City of Rocklin and Placer County.

The District's specific comments on the Recirculated DEIR are as follows:

2-1

1. Please note that the federal primary standard for ozone was withdrawn on 6-15-05.

2-2

2. On page 2-4, under Air Quality, second sentence in the second paragraph is incorrect. It needs to state, "Impacts related to construction-generated pollutants and impacts resulting from increased vehicle and area source air emissions were found to be significant and unavoidable even after mitigation."

Construction emissions for NOX and PM10 exceed the District's thresholds as shown on Table 4.5-3 on page 4.5-9. It is also stated in the first paragraph on page 4.5-10, "the overall impact would be significant and unavoidable."

Table 4.5-4 on page 4.5-13 shows that the operational emissions are above the District's threshold for ROG and PM10. Thus, on page 4.5-13 the statement under Mitigation Measures(s) needs to read, "The following mitigation measures would reduce project emissions of PM10 to a less than significant level, however, operational emissions (ROG) still remain significant and unavoidable."

The statement above for PM10 is valid as long as item 9 in our comment letter is added.

Letter 2 cont'd

Mar-06-06 10:13A Placer Co APCD

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P.02

2-3 3. Build out of the project is to occur between 2006-2011. Table 4.5-3 is inconsistent with the URBEMIS data located in Appendix E. Table 4.5-3 does not reflect the worst case year, 2011, for ROG, NOx, CO, and PM10 for building construction (page 1 of Appendix E). URBEMIS Site grading (page 2 of Appendix E) shows NOx being at 347.58 and Table 4.5-3 does not reflect this.

2-4 4. Revise the last bullet, first sentence to mitigation measure 4.5MM-1(a) to read: An applicant representative, CARB-certified to perform Visible Emissions Evaluations (VEE), shall routinely evaluate compliance to Rule 228, Fugitive Dust. Fugitive dust is not to exceed 40% opacity and not go beyond property boundary at any time. This would include weekends and holidays.

2-5 5. Revise the third bullet in mitigation measure 4.5MM-1(b): Please take out reference to the PCAPCD and replace with, "An applicant representative, CARB-certified to perform Visible Emissions Evaluations (VEE), shall routinely evaluate project related off-road and heavy-duty on-road equipment emissions for compliance with this requirement. Operators of vehicles and equipment found to exceed opacity limits will be notified and the equipment must be repaired within 72 hours."

2-6 Add to the last bullet in mitigation measure 4.5MM-1(b), "Contractors can access the Sacramento Metropolitan Air Quality Management District's web site to determine if their off-road fleet meets the requirements listed in this measure. http://www.airquality.org/ceqa/Construction_Mitigation_Calculator.xls This construction mitigation calculator data is to be provided to the District in electronic format for review and for project compliance." In addition, please change 40% NOx reduction in that mitigation measure to 20% NOx. The rationale being is that achieving a 40% NOx reduction is not feasible.

2-7 6. The last paragraph on page 4.5-13 should be revised to read: "The City of Rocklin and the Placer County APCD have identified additional measures intended to maintain and control emissions. These measures are incorporated into the following mitigation measures:"

The rationale for taking out the 40% offset is that the mitigation measures identified cannot be adequately quantified for a true offset.

2-8 7. Add the below mitigation measures to Mitigation Measure 4.5MM-2(d):

HVAC units shall be equipped with PremAir (or other manufacturer) catalyst system, if available and economically feasible at the time building permits are issued. The PremAir catalyst can convert up to 70% of ground level ozone that passes over the condenser coils into oxygen. The PremAir system is considered feasible if the additional cost is less than 10 percent of the base HVAC system.

2-9 8. Revise the last bullet to read in mitigation measure 4.5MM-2(d), "The project shall implement an offsite mitigation program, coordinated through the Placer County Air Pollution Control District, to offset the project's long-term ozone precursor emissions. The applicant provides monetary incentives to sources of air pollutant emissions within the projects' general vicinity that are not required by law to reduce their emissions. Therefore, the emission reductions are real, quantifiable and implement provisions of the 1994 State Implementation Plan. The offsite mitigation program reduces emissions within the region that would not otherwise be eliminated and thereby "offsets" the project's increase to regional emissions.

Letter 2 cont'd

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2-9
cont'd

In lieu of the applicant implementing their own offsite mitigation program, the applicant can choose to participate in the Placer County Air Pollution District Offsite Mitigation Program by paying an equivalent amount of money into the District program. The actual amount of emission reductions needed through the Offsite Mitigation Program would be calculated when the project's average daily emissions have been determined. The amount of emissions would be reduced by any on site measures implemented by the project."

So based on the above mitigation measure, the operational emissions are 94.1 lbs/day for ROG and 56.2 lbs/day for NOx as taken from Table 4.5-4. Projects need to be below the cumulative threshold of 10 lbs/day ROG/NOx. The District calculates the project's contribution by aggregating its estimated ROG and NOx emissions over the ozone season (May-October) and paying a cost effectiveness of \$14,300 per ton of emission reduced. Thus, the estimated offsite mitigation fee based on 558 single-family residences is \$167,953.50 or \$300.99/single family residence. Payment of the off-site mitigation fee would be collected at the time of final map recording.

2-10

9. Delete the first and second bullet item in mitigation measure 4.5MM-2(e) and replace with,

"Only natural gas or propane fired, fireplace appliances are permitted. Masonry fireplaces must have installed UL listed decorative natural gas fireboxes. Any outdoor burn pits shall be plumbed with natural gas." Table 4.5-4 shows that the area sources for PM10 is 86.4 lbs/ day and the discussion on page 4.5-13 states that this is primary " from wood burning fireplaces or wood stoves... could adversely affect local air quality."

Controlling PM10 sources would contribute to better air quality.

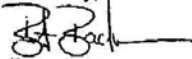
2-11

10. In 2007 the Placer County Air Pollution Control District is required to develop a new State Implementation Plan (SIP) for achieving the Clean Air Act air quality standards. New or modified control measures and best management practice will be developed to achieve our mandates under the Clean Air Act.

Therefore, we recommend the following mitigation measure:" The Placer County APCD may substitute different air pollution control measures for individual projects, that are equally effective or superior to those proposed herein, as new technology and/or other feasible measures become available in the course of build out of the project."

Thank you for the opportunity to comment and if you have any questions or concerns, I can be reached at (530)-745-2333.

Sincerely,



Brent Backus
Associate Planner

Cc: Yu-Shuo Chang, Senior Planner

LETTER 2: COUNTY OF PLACER – AIR POLLUTION CONTROL DISTRICT

Response to Comment 2-1

The commenter is correct that the 1-hour federal primary ozone standard was withdrawn June 15, 2005. In 1997, EPA determined that the 1-hour standards were not needed to protect public health given the promulgation of the 8-hour standards. On April 15, 2004 EPA issued a final rule revoking the 1-hour standards, effective June 15, 2005.

Table 4.5-1 on page 4.5-2 of the DEIR is hereby amended to read as follows:

Table 4.5-1 Ambient Air Quality Standards				
Pollutant	Averaging Time	California Standards	Federal Standards	
			Primary	Secondary
Ozone	1 Hour	0.09 ppm	0.12 ppm N/A	Same as primary
Ozone	8 Hour	0.07 ppm	0.09 ppm	Same as primary
Carbon Monoxide	8 Hour	9 ppm	9 ppm	Same as primary
	1 Hour	20 ppm	35 ppm	
Nitrogen Dioxide	Annual Average 1 Hour	0.25 ppm	0.053 ppm	Same as primary
Sulfur Dioxide	Annual Mean	0.04 ppm	0.030 ppm	0.50 ppm
	24 Hour		0.14 ppm	
	3 Hour			
Respirable Particulate Matter (PM₁₀)	Annual Mean	20 ug/m ³	50 ug/m ³	Same as primary
	24 Hour	50 ug/m ³	150 ug/m ³	
Fine Particulate Matter (PM_{2.5})	Annual Mean	12 ug/m ³	15 ug/m ³	Same as primary
	24 Hour		65 ug/m ³	
Sulfates	24 Hour	25 ug/m ³		
Lead	30 Day Average	1.5 ug/m ³	1.5 ug/m ³	Same as primary
Hydrogen Sulfide	1 Hour	0.03 ppm	N/A	N/A
Vinyl Chloride	24 Hour	0.010 ppm	N/A	N/A

ppm = Parts per Million
ug/m³ = Micrograms per Cubic Meter
Source: California Air Resources Board, Ambient Air Quality Standards, November 29, 2005.

This revision does not result in changes to the environmental effects of the Clover Valley project as currently evaluated due to the fact that the California 1-hour standard for ozone is more stringent than the previous federal standard.

Response to Comment 2-2

The commenter is correct. The comment identifies several points within the DEIR that require revision. Page 2-4 of the Executive Summary of the DEIR, second sentence on the second paragraph, is hereby amended as follows:

Increased carbon monoxide concentrations resulting from the proposed project were found to be *less-than-significant*. Impacts related to construction-generated pollutants and impacts resulting from increased vehicle and area source air emissions were found ~~*less-than-significant after mitigation*~~. to be significant and unavoidable even after mitigation.

The emissions in Table 4.5-4 on page 4.5-13 are operational emissions prior to mitigation. The mitigation measures to be implemented would provide more than the 13% reduction that would be required to reduce the project's emission of 94.1 pounds per day to below the PCAPCD's threshold of significance of 82 pounds per day. Thus, the DEIR correctly concluded that mitigation would reduce ROG emissions to a less-than-significant level.

Response to Comment 2-3

The commenter is correct. Table 4.5-3 in the Air Quality chapter of the DEIR includes an incorrect value for NO_x site grading emissions. The table is hereby revised to read:

Table 4.5-3 Construction Emissions for On-Site Project				
Construction Phase	ROG	NO_x	CO	PM₁₀
Site Grading	53.0	385.3 <u>347.58</u>	441.4	1208.6
Building Construction	16.1	98.1	129.0	15.3 <u>4.1</u>
PCAPCD Significance Threshold	82.0	82.0	550.0	82.0
Note: The significance thresholds apply to each phase of construction separately, not additively, because the phases would occur sequentially and the construction emissions would not thus not be cumulative. Source: Donald Ballanti, Certified Consulting Meteorologist.				

This revision does not result in changes to the environmental effects of the Clover Valley project as currently evaluated due to the fact that the level of NO_x is still above the PCAPCD threshold.

Response to Comment 2-4

Because the dust control measures are recommendations by the PCAPCD and the applicant's dust control plan is subject to approval by the PCAPCD, the last bullet of Mitigation Measure 4.5MM-1(a) on page 4.5-11 is hereby amended to read as follows:

- ~~• Designate a person or persons to monitor the dust control program as approved by the PCAPCD, and to order increased watering, as necessary, to prevent the transport of dust off site. This designee's duties will include holiday and weekend periods when work may not be in progress. An applicant representative, CARB-certified to perform Visible Emissions Evaluations (VEE), shall routinely evaluate compliance with Rule 228, Fugitive Dust. Fugitive Dust shall not exceed 40 percent opacity and not go beyond the property boundary at any time, including weekends and holidays.~~

This revision does not result in changes to the environmental effects of the Clover Valley project as currently evaluated.

Response to Comment 2-5

Because the dust control measures are recommendations by the PCAPCD and the applicant's dust control plan is subject to approval by the PCAPCD, the third bullet of Mitigation Measure 4.5MM-1(b) on page 4.5-11 is hereby amended to read as follows:

- Construction equipment exhaust shall not exceed PCAPCD Rule 202 (Visible Emissions) limitations. An applicant representative, CARB-certified to perform Visible Emissions Evaluations (VEE) shall routinely evaluate project-related off-road and heavy duty on-road equipment emissions for compliance with this requirement. Operators of vehicles and equipment found to exceed opacity limits shall be notified and the equipment shall be repaired within 72 hours.

This revision does not result in changes to the environmental effects of the Clover Valley project as currently evaluated.

Response to Comment 2-6

Based upon the comment, the following changes to mitigation measure 4.5MM-1(b) in the Air Quality chapter of the DEIR are added for clarification. The last bullet in Mitigation Measure 4.5MM-1(b) is thus hereby revised to the following:

- *The prime contractor shall provide a plan for approval by the Placer County Air Pollution Control District demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve*

a project-wide fleet average ~~40~~ 20 percent NO_x reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. Contractors can have access to Sacramento Metropolitan Air Quality Management District's (SMAQMD) web site (http://www.airquality.org/ceqa/Construction_Mitigation_calculator.xls) to determine if their off-road feet meets the requirements listed in this mitigation measure. This construction mitigation calculator data shall be provided to the SMAQMD in electronic format for review and for project compliance.

This revision does not result in changes to the environmental effects of the Clover Valley project as currently evaluated.

Response to Comment 2-7

The commenter is correct regarding the difficulty in quantifying the 40 percent offset. For clarification, the last paragraph on page 4.5-13 is hereby revised to the following:

The City of Rocklin and Placer County APCD have identified additional measures intended ~~to provide a 40 percent offset of new emissions as part of the regional effort to attain the federal ozone standards to maintain and control emissions.~~ These measures are incorporated into the following mitigation measures:

This revision does not result in changes to the environmental effects of the Clover Valley project as currently evaluated.

Response to Comment 2-8

As has been noted in the past, the City is concerned about the equities associated with some of the mitigation measures suggested by the Placer County Air Pollution Control District (PCAPCD). In this particular case the PCAPCD has recommended that the Clover Valley project implement a measure related to equipping HVAC units with a Prem Air catalyst system. Because the City has not imposed such a restriction on residential developers in the past and has no control over whether other jurisdictions in the Sacramento Valley Air Basin (SVAB) implement such measures, the City is concerned that the project would be put at a competitive disadvantage when home buyers are seeking residences to purchase. The City considers such a result inequitable, and prefers an even-handed approach that treats similarly situated people similarly. The City would consider such solutions if they are implemented on a regional basis, rather than on a limited project basis.

Response to Comment 2-9

For clarification purposes, the last bullet of Mitigation Measure 4.5MM-2(d) on page 4.5-14 is hereby revised to the following:

- Participate in the Placer County Air Pollution Control District's off-site Mitigation Program. Fees for single family residences shall be collected at the time of building permit issuance. The project shall implement an off-site mitigation program, coordinated through the Placer County Air Pollution Control District, to offset the project's long-term ozone precursor emissions. Payment of the off-site mitigation fee shall be collected at the time of final map recording. The applicant shall provide monetary incentives to sources of air pollutant emissions within the project's general vicinity that are not required by law to reduce their emissions. Therefore, the emission reductions are real, quantifiable, and implement provisions of the 1994 State Implementation Plan. The off-site mitigation program reduces emissions within the region that would not otherwise be eliminated and thereby "offsets" the project's increase to regional emissions. In lieu of the applicant implementing their own off-site mitigation program, the applicant can choose to participate in the Placer County Air Pollution District Offsite Mitigation Program by paying an equivalent amount of money into the District program. The actual amount of the emission reductions needed through the Offsite Mitigation Program would be calculated when the project's average daily emissions have been determined. The amount of emissions would be reduced by any on-site measures implemented by the project.

The following serves as an example of potential mitigation fees. The operational emissions as shown in Table 4.5-4 are 94.1 pounds per day for ROG and 56.2 pounds per day for NOx. Because projects are required to be below the cumulative threshold of 10 pounds per day of ROG and NOx, the applicant would be required to contribute to an off-site mitigation program. The PCAPCD calculates the project's contribution by aggregating its estimated ROG and NOx emissions over the ozone season (May through October) and paying a cost effectiveness of \$14,300 per ton of emissions reduced. Thus, the estimated off-site mitigation fee based on 558 single-family residences is \$167,953.50 or \$300.99 per single-family residence.

This revision does not result in changes to the environmental effects of the Clover Valley project as currently evaluated.

Response to Comment 2-10

A fourth bullet shall be added to Mitigation Measure 4.5MM-2(e) on page 4.5-14 to further reduce PM10 emissions:

- *Any outdoor burn pits shall be plumbed with natural gas.*

This revision does not result in changes to the environmental effects of the Clover Valley project as currently evaluated.

Response to Comment 2-11

In 2007, the PCAPCD is required to develop a new State Implementation Plan for achieving Clean Air Act air quality standards. New or modified control measures and best management practices will be developed at the time to achieve PCAPCD's mandates under the Clean Air Act. In order to reflect the changing air pollution control measures that are developed within the next year, and which may be superior to those proposed in the current Draft EIR, the following mitigation measure is hereby added to Impact 4.5I-1:

4.5MM-1(d) *The Placer County APCD may substitute different air pollution control measures for individual projects, that are equally effective or superior to those proposed herein, as new technology and/or other feasible measures become available in the court of project buildout.*

The same measure is also hereby added to Impact 4.5I-2:

4.5MM-2(f) *The Placer County APCD may substitute different air pollution control measures for individual projects, that are equally effective or superior to those proposed herein, as new technology and/or other feasible measures become available in the court of project buildout.*

This revision does not result in changes to the environmental effects of the Clover Valley project as currently evaluated.

DPW LAND DEVELOPMENT 5308897589

03/03 '06 11:52 No.787 01/04



COUNTY OF PLACER
COMMUNITY DEVELOPMENT RESOURCE AGENCY
Letter 3


FACSIMILE COVER SHEET

DATE: 3/3/06

TIME: 11:00 am

RECEIVING TELEPHONE NUMBER: 916-625-5195

TO: David Mohlenbrok, City of Rocklin

FROM: Rebecca Maddex 

SUBJECT: Comments on Clover Valley Subdivision, Recirculated DEIR

ORIGINAL COPY TO FOLLOW: Yes No

TOTAL NUMBER OF SHEETS INCLUDING COVER SHEET: 3

IF YOU HAVE ANY QUESTIONS, PLEASE CALL: (530) 889-7538

COMMENTS:

See attached letter. Figure 1 prints better in color and I would be happy to email you a copy if you would like to call me and provide your email address. Thank you.

11444 B Avenue Auburn CA 95603 | 530-889-7500 / Fax 530-889-7589
565 West Lake Boulevard / P.O. Box 1909 Tahoe City CA 96145 | 530-581-6227 / Fax 530-581-6228
www.placer.ca.gov



Letter 3 cont'd

COMMUNITY DEVELOPMENT RESOURCE AGENCY

Planning • Engineering and Surveying • Building

March 3, 2006

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

SUBJECT: CLOVER VALLEY SUBDIVISION; RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT; CITY OF ROCKLIN

Dear Mr. Mohlenbrok,

The Clover Valley Subdivision project includes dividing a 622-acre site into 33 large lots. The proposed small lot tentative map would potentially subdivide the large lots further; a total of 558 single-family residential lots would be created. The proposed action is a Recirculated Draft EIR to address the specific concerns that were raised during the last public review period of the Draft EIR.

The Engineering and Surveying Division of the Placer County Community Development Resource Agency and the Placer County Department of Public Works have reviewed the above-cited document. Our comments are submitted together in this letter and include the following:

3-1

1. Under cumulative conditions, a significant amount of delay is being added due to traffic generated by this project to the intersection of Sierra College Blvd and Del Mar Avenue. A signal warrant analysis should be performed and if required, the project should pay its fair share toward the cost of that improvement. If a signal is not warranted, an analysis of other improvements should be provided and the project should be conditioned to construct those improvements.

3-2

2. In the Transportation and Circulation section there is a discussion of the South Placer Regional Transportation Authority (SPRTA) as it specifically relates to Sierra College improvements. Within this discussion it states, "The Sierra College Boulevard segments affected by the Clover Valley development and to be funded or credited by the fee program include:

- Segment 1 – from State Route 193 to the northern city limits of the City of Rocklin. This segment would consist of a four-lane facility.
- Segment 2a – from the northern city limits of the City of Rocklin to the northern boundary of the Town of Loomis. This facility would also be four lanes.

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DPW LAND DEVELOPMENT 5308897589

03/03 '06 11:53 NO.787 03/04

Mr. David Mohlenbrok
RE: CLOVER VALLEY RECIRCULATED NOP
October 14, 2005
Page 2 of 2

Letter 3 cont'd

3-2
Cont'd

- Segment 5- Interstate 80 to Rocklin Road. This segment would be six lanes.
- Segment 6 – Rocklin Road to the southern city limits of the City of Rocklin. This segment would consist of six lanes.”

When the SPRTA fee program was developed, it was assumed some of the improvements would be constructed by development and others by the fee program. Attached is a figure depicting these two scenarios. The segment along the west side of Sierra College Boulevard for the length of this project was assumed to be constructed by development and is not included in the fee program. The EIR should be modified to add mitigation for the project to construct the improvements along Sierra College Blvd and not have payment of the SPRTA fee as the sole mitigation for Sierra College Blvd.

3-3

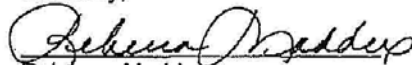
3. As commented previously in our letter dated October 14, 2005, Figure 3-2 should be revised to indicate the correct location of the city and county limits in relation to the project boundaries. This project location map included in the Draft EIR is not an accurate representation of the city and county limits, and it is misleading. A portion of Sierra College Boulevard is within the City of Rocklin's jurisdiction, not Placer County, as it appears on the map. This relates to our comment #2 above, in which the Clover Valley project should address construction of improvements along Sierra College Boulevard. This should be included in the project description and analyzed in the EIR. The Tentative Maps should be revised to show grading and drainage features along Sierra College Boulevard, for instance, Figure 3-4(a), Small Lot Tentative Subdivision Map, on page 3-5 does not show contours/grading or the proper encroachment of Valley View Parkway onto Sierra College Boulevard.

3-4

3-5

Thank you for the opportunity to comment on this document. If you have any questions, please contact me at (530) 889-7538.

Sincerely,



Rebecca Maddex
Associate Civil Engineer, P.E.
Engineering and Surveying Division

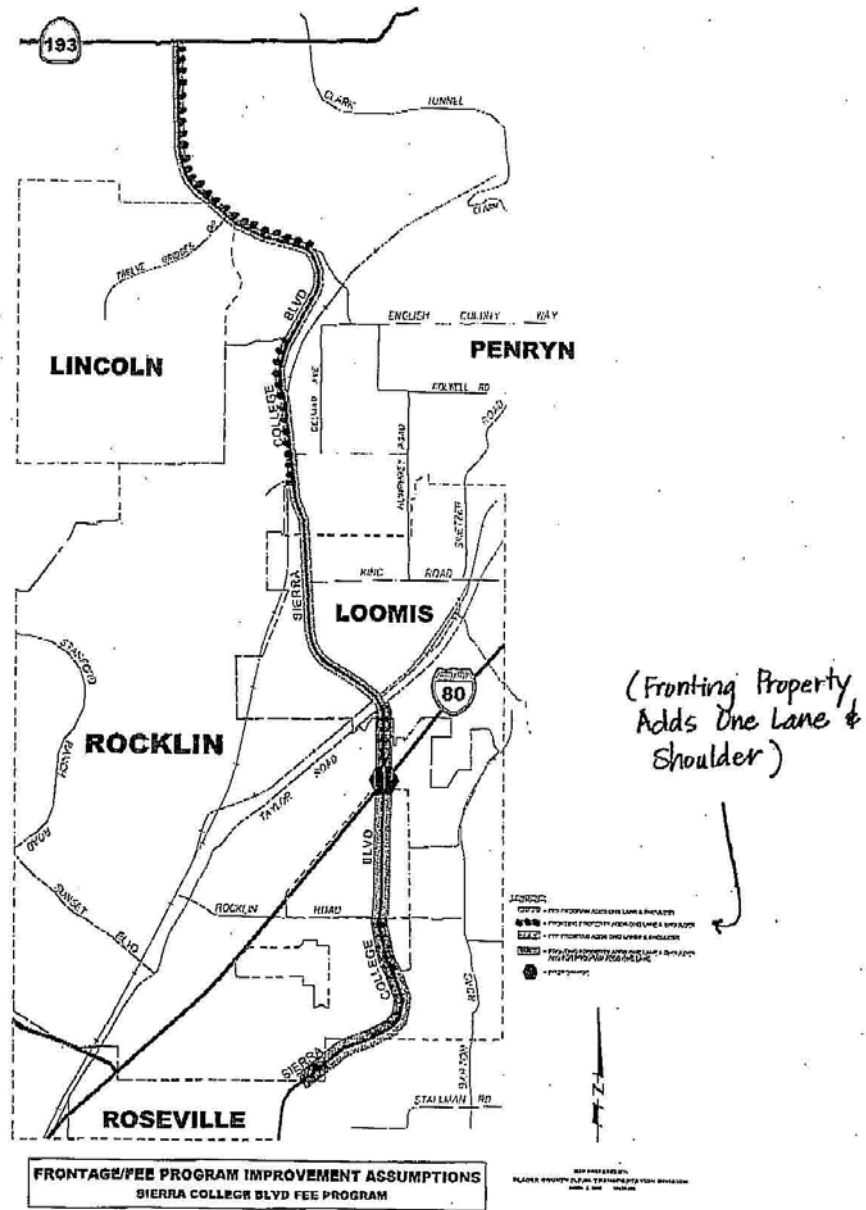
Attachment: Figure 1: Frontage/Fee Program Improvement Assumptions

cc: Richard Moorehead, DPW Transportation Division
Stan Tidman, Placer County Transportation Planning Agency

C:\Data\1 Conditioning\Environmental Review\ER-other jurisdictions\City of Rocklin_Clover Valley_Recirc DEIR.doc

Letter 3 cont'd

Figure 1



LETTER 3: COUNTY OF PLACER – COMMUNITY DEVELOPMENT RESOURCE AGENCY

Response to Comment 3-1

While the DEIR acknowledges that the intersection of Sierra College Boulevard and Del Mar Avenue will experience increased delays for individual turn movements (the westbound approach), the DEIR also acknowledges that overall Level of Service (LOS) at the intersection will remain at LOS A under existing plus project, cumulative, and cumulative plus project conditions. As noted in the DEIR, the City of Rocklin’s LOS policy is based on overall intersection delay, not individual movement or approach delay. Therefore, the overall LOS level for the Sierra College Boulevard/Del Mar Avenue intersection would be used to determine the impact significance, and because that overall LOS is “A”, the impact was determined to be less than significant and thus no mitigation was required to be identified.

Response to Comment 3-2

This comment requests the addition of a mitigation measure, which would require construction of frontage improvements along a small segment of Sierra College Boulevard which is adjacent to the project site. The comment suggests that this mitigation measure is necessary to mitigate project impacts to Sierra College Boulevard, and states that the EIR should “not have payment of the SPRTA fee as the sole mitigation for Sierra College Blvd.”

In responding to this comment, a distinction needs to be made between what is a CEQA “mitigation measure,” and what constitutes mitigation under the Mitigation Fee Act (Government Code section 66000). Because the project will contribute some traffic to Sierra College Boulevard, and because it will benefit from improvements to this arterial, it is being required to pay the SPRTA fee, the proceeds of which will be used to fund such improvements. Likewise, as is further discussed in Response to Comments 3-4 and 5-1, the project will also be required to provide right-of-way for the necessary roadway frontage on Sierra College Boulevard for the limited portion of the project which fronts on that road, and to provide funding for the costs associated with such frontage improvements.

However, the EIR has not identified any significant traffic impacts which this project will have on this segment of Sierra College Blvd. Therefore, the construction of frontage improvements will not “mitigate” any significant impact for CEQA purposes, and it would not be accurate to characterize the construction of such improvements as a “mitigation measure” for CEQA purposes.

The EIR does conclude that the construction of Valley View Parkway (regardless of whether this project is developed) will result in a significant traffic impact at the intersection of Sierra College Boulevard and King Road. But construction of the frontage improvements to the north will not serve to mitigate this impact.

Thus, while the comment is correct insofar as it suggests that the project will be responsible for frontage improvements, it is not correct that these improvements should be identified as an additional CEQA mitigation measure. See also Section 2 of Master Response 4 – Traffic.

Response to Comment 3-3

Figure 3-2 is used to show vicinity, not intended to portray relationship between project boundaries and Sierra College Boulevard. Frontage improvements to be covered by project and those covered by SPRTA is discussed in Response to Comment 3-2.

Response to Comment 3-4

The project will have to pay for frontage improvements as described above, however, the timing of such improvements is not anticipated to occur with the project and thus it was not analyzed in the DEIR. Because the project's obligation for frontage improvements is for a relatively short distance and installing additional lanes for such a short distance would create potential safety issues where the additional lanes transitioned from the existing two-lane road to four lanes and then back to two lanes, the City felt it was more appropriate to do the frontage improvements required of the Clover Valley project as part of a larger future Sierra College Boulevard widening effort. At the time that such a project goes forward, the project will be subject to the CEQA process and potential impacts will be analyzed. In the interim, the Clover Valley project will be required to dedicate the necessary roadway frontage and pay the costs associated with their frontage improvements directly abutting Sierra College Boulevard.

Response to Comment 3-5

Grading and contours for encroachment of Valley View Parkway onto SCB are in application package plan set (Sheet GP-1 of 58), which was not included in the EIR due to space limitations. However, these plans have been, and continue to be, available for review at the City of Rocklin offices. Figure 3-4(a) on page 3-5 was intended to show the proposed layout of the subdivision as part of the project description chapter and was not meant to show all of the infrastructure elements of the project.

FROM : Placer County Flood Control

FAX NO. : 530 886 3531

Mar. 15 2006 10:44AM P1

Letter 4



PLACER COUNTY
FLOOD CONTROL AND WATER CONSERVATION DISTRICT

Ken Grehm, Executive Director
Brian Keating, District Engineer
Andrew Darrow, Development Coordinator

March 10, 2006

Sherri Abbas, Planning Services Manager
Community Development Department
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677

RE: Clover Valley Subdivision / Draft EIR

Sherri:

We have reviewed the Draft Environmental Impact Report dated January 2006 for the subject project and have the following comments.

4-1

Per the Draft EIR, the applicant is proposing to provide mitigation of 2- through 100-year stormwater peak flow rates at both the subject project's downstream property line and at Clover Valley Creek's confluence with the main stem of Dry Creek. The District requests that the applicant provide a copy of the project's Final Drainage Master Plan for our review when it becomes available.

We have no additional concerns regarding the subject project at this time. Please call me at (530) 889-7541 if you have any questions regarding these comments.

A handwritten signature in black ink, appearing to read "Andrew Darrow".

Andrew Darrow, P.E.
Development Coordinator

d:\data\letters\cnd0-75.doc

11444 B Avenue / Auburn, CA 95603 / Tel: 530/889-7541 / Fax: 530/886-3531

LETTER 4: COUNTY OF PLACER – FLOOD CONTROL AND WATER CONSERVATION DISTRICT

Response to Comment 4-1

Pursuant to the request of the Placer County Flood Control and Water Conservation District (PCFCWCD), the applicant shall provide the Final Drainage Master Plan to Placer County Flood and Water Conservation District for review upon availability. Mitigation Measure 4.11MM-1(a) is thus hereby revised to read as follows:

4.11MM-1(a) The applicant shall prepare a final master drainage plan for ~~City~~ Placer County Flood Control and Water Conservation District review and City approval prior to approval of the final maps. The final master drainage plan shall include the final design of the roadway crossings of Clover Valley Creek. The Valley Clover Way and Nature Trail Way roadway crossings shall restrict flows slightly more than the proposed structures to ensure peak flows are not increased. The final LOMR must include the final design of the roadway crossings. The final hydrologic and hydraulic modeling for the final master drainage plan shall include the 10 cfs overflow from Whitney Reservoir.

This revision does not result in changes to the environmental effects of the Clover Valley project as currently evaluated.

03/06/06 MON 12:56 FAX 15308234036

PLACER CO TRANS AGENCY

002

Letter 5



VIA FAX to 916.625.5195 on March 6, 2006

BOB SNYDER
City of Auburn
SHERRIE BLACKMUN
City of Colfax
TOM COSGROVE
City of Lincoln
MIGUEL UCIOVICH
Town of Loomis
KATHY LUND
City of Rocklin
GINA CARBOLINO
City of Roseville
TED GAINES
JIM HOLMES
Placer County
ROGER IMSDAHL
Citizen Representative
CELIA MCADAM
Executive Director

March 6, 2006

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

**Re: Draft Environmental Impact Report – Clover Valley – Large & Small
Lot Tentative Subdivision Maps (SCH# 93122077)**

Dear Mr. Mohlenbrok,

Thank you for the opportunity to comment on the subject Draft Environmental Impact Report (DEIR). DEIR Section 4.4 – Transportation and Circulation references the South Placer Regional Transportation Authority (SPRTA), its fee program, and Sierra College Boulevard improvements.

This DEIR section should be revised to reflect the following SPRTA information.

The South Placer Regional Transportation Authority (SPRTA) is a Joint Powers Authority (JPA). JPA member jurisdictions consist of the Cities of Lincoln, Rocklin and Roseville and the County of Placer. SPRTA was formed in January 2002.

The JPA's purpose is to coordinate planning, design, financing, determining construction timing, and construction for several transportation improvements located in member jurisdictions. The Placer County Transportation Planning Agency (PCTPA) provides staffing and accounting support for SPRTA. See www.pctpa.org for more detail.

One of SPRTA's powers is to collect and implement a regional transportation and air quality mitigation fee on new development. This fee is to assist funding several regional transportation projects:

- Rail & Bus Transit
- Douglas Boulevard/I-80 Interchange
- Sierra College Boulevard

249 Nevada Street • Auburn, CA 95603 • (530) 823-4030 • FAX 823-4036

5-1

Letter 5 cont'd

David Mohlenbrok, City of Rocklin
March 6, 2006
Page 2

- SR 65 Lincoln Bypass
- Placer Parkway

Except for the Placer Parkway and Rail & Transit projects, member jurisdictions are responsible for over-seeing the construction of transportation improvements. For all transportation improvements, it is assumed that:

1. *Curbs, gutters and sidewalks, where required by zoning, are the responsibility of the applicable developer or member jurisdiction; and*
2. *Frontage improvements of a lane plus shoulder, where required by zoning, will be constructed along development property at no cost to the SPRTA improvement program.*

Sierra College Boulevard improvements are broken down into the following segments. Segments to be funded/credited by the program include:

- 1 SR 193 to the northern city limit of Rocklin
- 2a From the northern city limit of Rocklin to the northern boundary of the Town of Loomis
- 5 I-80 to Rocklin Road
- 6 Rocklin Road to the southern city limit of Rocklin
- 7 Southern city limit of Rocklin to Douglas Boulevard
- 8 Douglas Boulevard to Eureka Road
- 9 Eureka Road to Roseville Parkway
- 10 Roseville Parkway to the Sacramento County line

Segments that are currently not included but could be funded in later years of the fee program include:

- *Segment 2b – Front the northern boundary of the Town of Loomis to Taylor Road all within Loomis*
- *Segment 3 – From Taylor Road to Granite Drive all within the Town of Loomis*

Segments that would be funded by other sources include:

- *Segment 4 – I-80/Sierra College Boulevard Interchange*

SPRTA recently updated Sierra College Boulevard improvement cost estimates.

5-1
Cont'd

03/06/06 MON 12:57 FAX 15308234036

PLACER CO TRANS AGENCY

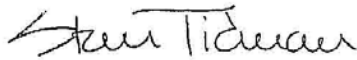
004

David Mohlenbrok, City of Rocklin
March 6, 2006
Page 3

Letter 5 cont'd

Thank you for you for the opportunity to comment on the DEIR. Please contact Cella McAdam, PCTPA Executive Director (530.823.4030 -- cmcadam@pctpa.org) or me (530.823.4033 -- stidman@pctpa.org) if you have any questions.

Sincerely,



Stan Tidman, Senior Planner

Copies: City of Rocklin -- Carlos Urrutia, City Manager
 Larry Wing, Engineering Services Manager
 Placer County -- Richard Morehead, Associate Engineer

LETTER 5: COUNTY OF PLACER – TRANSPORTATION PLANNING AGENCY

Response to Comment 5-1

The DEIR included information regarding the South Placer Regional Transportation Authority (SPRTA) in the section of the Traffic and Circulation chapter (Chapter 4.4) on pages 4.4-14 through 4.4-15. However, to clarify and complete this information, the following information is hereby added to page 4.4-14:

In January 2002, the cities of Rocklin, Roseville, Lincoln, the County of Placer, and the Placer County Transportation and Planning Agency entered into a Joint Powers Authority (JPA) known as the South Placer Regional Transportation Authority (SPRTA). The JPA's purpose is to coordinate planning, design, financing, determining construction timing, and construction of several transportation improvements located in member jurisdictions. The Placer County Transportation Planning Agency (PCTPA) provides staffing and accounting support for SPRTA. See www.pctpa.org for more detail. The primary purpose of the JPA is to generate revenue to construct a program of transportation improvements.

Additionally, the following information is hereby added to the top of page 4.4-15:

In general, the improvements are expected to be made during the next several years, but the timing of these roadway and transit system projects is ultimately dependent on the collection of the fees necessary to fund them.

One of SPRTA's powers is to collect and implement a regional transportation and air quality management fee on new development. This fee is to assist funding several regional transportation projects. Except for the Placer Parkway and Rail & Transit projects, member jurisdictions are responsible for overseeing the construction of transportation improvements. For all transportation improvements, it is assumed that:

1. Curbs, gutters and sidewalks, where required by zoning, are the responsibility of the applicable developer or member jurisdiction; and
2. Frontage improvements of a lane plus shoulder, where required by zoning, will be constructed along development property at no cost to the SPRTA improvement program.

Because Sierra College Boulevard would serve as a primary transportation link to the Clover Valley project, the improvements related to this roadway included in the JPA are described below:

Finally, the following information is hereby added to page 4.4-15:

The Sierra College Boulevard segments affected by the Clover Valley development and to be funded or credited by the fee program include:

Segment 1 – from State Route 193 to the northern city limits of the City of Rocklin. This segment would consist of a four-lane facility.

Segment 2a – from the northern city limits of the City of Rocklin to the northern boundary of the Town of Loomis. This facility would also be built to four lanes.

Segment 5 – Interstate 80 to Rocklin Road. This segment would consist of six lanes.

Segment 6 – Rocklin Road to the southern city limits of the City of Rocklin. This segment would consist of six lanes.

Segments that are not included but could be funded in later years of the fee program include:

- Segment 2b – Front of the northern boundary of the Town of Loomis to Taylor Road all within the Town of Loomis; and
- Segment 3 – From Taylor Road to Granite Drive all within the Town of Loomis.

Segments that would be funded by other sources include:

- Segment 4 – I-80/Sierra College Boulevard Interchange.

These revisions do not result in changes to the environmental effects of the Clover Valley project as currently evaluated.

MAR-06-2006 16:25

PCWA ENGINEERING

1 530 823 4884 P.02

Placer County Water Agency

Business Center: 144 Ferguson Rd. • Mail: P.O. Box 6570 • Auburn, California 95604-6570
(530) 823-4850 800-464-0030 www.pcwa.net



A Public Agency

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Otis Wollan • Lovell Jarvis
Michael R. Lee
David A. Breninger, General Manager
Ed Tiedemann, General Counsel

March 6, 2006
File: Clover Valley

Letter 6

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

SUBJECT: Recirculated Draft Environmental Impact Report for Clover Valley
Large and Small Lot Tentative Subdivision Maps
Project #50-98-05, SCH#93122077

Dear Mr. Mohlenbrok:

We have reviewed the Draft Environmental Impact Report for Clover Valley and have the following comments:

6-1

1. On page 4, 12-2 under water supply it states that the City is supplied with water through long term contracts with PCWA. PCWA does not have long term contracts with the City of Rocklin for water supply. The City of Rocklin is in the Agency's Zone 1 Service Area and the citizens in Rocklin are Agency customers.

6-2

2. On October 11, 2005 the Agency forwarded a letter to the City concerning the Notice of Preparation for the Clover Valley Recirculated Environmental Impact Report. This letter addressed PCWA's concerns with the project. We did not see where these issues were addressed in the Draft Environmental Impact Report. One big concern is that the project shows Valley View Parkway connecting to Park Drive through the Agency's property. The Agency takes exception to this road going through the Agency's property. A copy of the October 11, 2005 letter is attached.

If you have any questions please do not hesitate to call.

Sincerely,

Brian C. Martin
Director of Technical Services

BCM:ly

Attachment

pc: Brent Smith
Heather Trejo
z:/ly.mae06.cur

Water "Our Most Precious Resource"

MAR-06-2006 16:25

PCWA ENGINEERING

1 530 823 4884 P.03

Placer County Water Agency

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(530) 823-4850 800-464-0030 www.pcwa.net

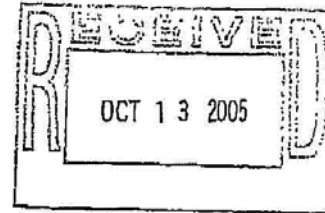


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Michael R. Lee
David A. Breninger, General Manager
Ed Tiedemann, General Counsel

Letter 6 cont'd

October 11, 2005
File No. WA/Rocklin



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

SUBJECT: Notice of Preparation Clover Valley
Recirculated Environmental Impact Report

Dear Mr. Mohlenbrok:

This letter is written in response to your request for comments dated September 12, 2005 for the Notice of Preparation for the Clover Valley Recirculated Environmental Impact Report. PCWA has the following comments:

6-3

PCWA's Antelope Canal traverses the eastern edge of the project. This canal delivers untreated water for irrigation purposes to existing customers downstream of the proposed project. Development of the project will require the canal to be encased in pipe in conformance with the Agency's improvement standards. Easements will be required for any proposed spills and access.

6-4

6-5

The PCWA Sunset Water Treatment Plant is located adjacent to the development and will continue to operate as it has in the past. Hazardous materials are routinely used and stored on site. The water treatment facility will be a source of noise and light near the development. Also located west of the project site are the Sunset Treated Water Storage Tank facilities and the Whitney Raw Water Reservoir. Potential storm water runoff and overflow from the Whitney Reservoir to the proposed Clover Valley Subdivision will need to be addressed in the design of the project's storm drainage facilities. PCWA will need a spill and drainage easement from the Sunset Water Treatment Plant through Clover Valley for emergency discharges. On May 4, 2000 PCWA executed a contract with Rocklin 650 Investors to provide emergency access to the proposed Clover Valley development. The contract required a spill easement be granted to PCWA for the existing Sunset Water Treatment Plant across Rocklin 650 Investors' property to Clover Valley Circle for use in the event of an emergency spill from the treatment plant. The contract also required a construction easement be granted to PCWA for the Sunset Tank Pipeline. Rocklin 650 Investors agreed to convey these permanent easements to the Agency on or before August 1, 2000. To date these easements have not been granted.

6-6

6-7

Current fencing around the water treatment plant consists of chain link fencing with barbed wire on top. This is PCWA's standard for securing water treatment plants. If the project proponent desires to install an alternative type of fence along the common property line, the type of fencing must meet with PCWA's approval and not compromise security of the water treatment plant.

Water "Our Most Precious Resource"

Letter 6 cont'd

6-8

PCWA currently maintains a 42-inch treated water transmission pipeline at the north end of the project. Development of the proposed Clover Valley subdivision will require that a connection be made between this pipeline and the proposed water distribution system for the subdivision. This will require an above-grade pressure reducing station, antenna, and related SCADA facilities. Depending on the size of the pressure reducing station a building (approximately 25 square feet) may be required to house the station. The station building will require in fee land. In order to provide future treated water service to lands along the ridge south of the proposed Clover Valley development, and to increase transmission capacity between the proposed development and the PCWA Midas Tank, certain water distribution pipelines will need to be oversized. The project EIR should evaluate the potential impacts of these water facilities.

6-9

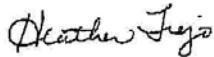
The applicant has shown the proposed Valley View Parkway connecting Park Drive to Sierra College Boulevard. Please note that the west terminus of this road is shown encroaching upon PCWA property used for a 2.5 million gallon storage tank. The use of PCWA land for Valley View Parkway has not been reviewed or approved by PCWA Board of Directors. The proposed alignment will need to be presented to the PCWA Board of Directors for their review and approval after a request from the project proponent has been made.

6-10

In order to obtain treated water service, the developer will have to enter into a Facilities Agreement with the Agency to provide any on site or off site pipelines or other facilities if they are needed to supply water for domestic or fire protection purposes, and pay all fees and charges required by the Agency, including the Water Connection Charges (WCC). The Agency does not reserve water for prospective customers and this letter in no way confers any right or entitlement to receive water service in the future. The purpose of this letter is to apprise you of the current status of water availability from the Agency's treated water system at the location specified above. The Agency makes commitments for service only upon execution of a Facilities Agreement or service order agreement and the payment of all fees and charges required by the Agency. All water availability is subject to the limitations described above and the use by existing customers.

Thank you for the opportunity to review and comment. If you have any questions, please call me at (530) 823-4886.

Sincerely,



Heather Trejo
Environmental Specialist

HT:ly

pc: Brian Martin
Mike Nichol
Brent Smith
Ross Hooper
Customer Service

z:\Sec\LY\Corr\ent05.doc

TOTAL P.04

LETTER 6: COUNTY OF PLACER – WATER AGENCY

Response to Comment 6-1

To clarify that the City is not supplied with water through long-term contracts with Placer County Water Agency, the following text on page 4.12-2 is hereby deleted:

~~The City is supplied with water through long-term contracts with the Placer County Water Agency (PCWA).~~

This revision does not result in changes to the environmental effects of the Clover Valley project as currently evaluated.

Response to Comment 6-2

Comments on the Clover Valley Recirculated Environmental Impact Report Notice of Preparation that were forwarded to the City on October 11, 2005 are included below in Response to Comments 6-3 through 6-10.

Response to Comment 6-3

The Placer County Water Agency (PCWA) indicates that their Antelope Canal, which delivers untreated water for irrigation to customers downstream of the project site, traverses the eastern edge of the project site. Development of the project would require that the canal be encased in pipe in conformance with the PCWA improvement standards. Therefore, Impact 4.12I-1 is hereby revised to read as follows:

Water Transmission

As noted previously, PCWA's transmission capacity is equal to its treatment capacity in the Foothill/Sunset system serving Loomis, Rocklin, Lincoln and surrounding County jurisdiction areas. PCWA's Antelope Canal traverses the eastern edge of the project site; thus, project development would require improvements to the canal in conformance with PCWA's improvement standards. These improvements are standard conditions of approval to projects with PCWA canals on-site. The proposed project would also be conditioned to encase the Antelope Canal in conformance with PCWA's improvement standards.

This revision does not result in changes to the environmental effects of the Clover Valley project as currently evaluated.

Response to Comment 6-4

The project's proximity to a water treatment plant is noted in the Hazards section of the DEIR on page 4.10-10. However, the text on page 4.10-10 is hereby revised to the following for sake of clarification:

The project site is located adjacent to the Placer County Water Agency's (PCWA) Sunset Water Treatment Plant ~~Placer County Water Treatment Plant~~, which routinely stores hazardous materials associated with the operation of the treatment plant.

This revision does not result in changes to the environmental effects of the Clover Valley project as currently evaluated.

Response to Comment 6-5

The Noise chapter of the DEIR notes that the water treatment plant would be a source of noise on the project site in the last paragraph on page 4.6-4 of the DEIR. This section identifies the ambient noise produced from the water treatment plant as 46 dB L_{eq} near the water treatment facility. This noise level is not considered to be substantially adverse and does not exceed the threshold of significance for interior or exterior noise environments.

The comment also states that the treatment facility would be a source of light for the proposed residences. However, the facility would emit light consistent with urban development of which the proposed project would consist. Therefore, the lighting from the water treatment facility is not considered to be substantially adverse.

Response to Comment 6-6

Mitigation Measure 4.11MM-1(a) provided on page 4.11-13 of the DEIR requires that the applicant prepare a final master drainage for City approval that includes the 10 cfs overflow from Whitney Reservoir. Access easements to drainage facilities for any agencies or organizations responsible for maintenance activities is also included in the third bulleted item under in Mitigation Measure 4.11MM-1(a).

Response to Comment 6-7

The proposed project does not include, nor is the City requiring, the installation of alternative fencing along the common property line adjacent to the PCWA Sunset Water Treatment Plant.

Response to Comment 6-8

The pressure reducing station (PRV's) and related improvements are shown at the north end of the valley on the easterly side of the creek and also one at or near Rawhide Road

terminus. The upsizing of mains refers to the 16-inch main running in Wild Ginger Drive south of Valley Clover Way down towards the Summit. The 16-inch is oversized per PCWA request. As stated in the DEIR on page 4.12-32 the project applicant would be responsible for extending PCWA's existing transmission infrastructure to the project site and constructing the needed on-site infrastructure, including the potable water distribution system.

Response to Comment 6-9

Comment noted. Page 3-27 of the RDEIR, under Required Public Approvals, is hereby modified as follows:

“Placer County Water Agency (PCWA) – Approval of water supply;
approval of encroachment of Valley View Parkway on PCWA-owned
property

Response to Comment 6-10

Comment noted. As the RDEIR explains, PCWA approval of the water supply will be required

Letter 7

Jessica Hankins

From: Larry Stark [lstark@rocklin.k12.ca.us]
Sent: Friday, January 20, 2006 4:01 PM
To: Jessica Hankins
Subject: FW: Clover Valley

7-1

Jessica,
I just received the "Recirculated Draft Environmental Impact Report" for Clover Valley. On page 4.12-15, Table 4.12-5 the 9-12 student yield rate is shown as 0.65 instead of the 0.15 as shown on the email sent you on December 8, 2005.

Larry Stark
Assistant Superintendent
Facilities & Operations
(916) 630-2246

From: Larry Stark
Sent: Thursday, December 08, 2005 1:26 PM
To: 'jessicah@raneymanagement.com'
Cc: Suzanne Wesselius
Subject: Clover Valley

Jessica,
The Table you faxed from 1995 is pretty much out of date. I have attached our current design capacities and enrollments for your use. Once you have reviewed them, please feel free to call with any questions you may have.

Also for your use, our current yield rate is 0.4 for K-6, 0.10 for 7-8 and 0.15 for 9-12.

I know this is not part of the EIR process, but I have asked the developer to look into the possibility of annexing the entire project into the Rocklin Unified School District. However, I have not heard back from them at this time.

Larry Stark
Assistant Superintendent
Facilities & Operations
(916) 630-2246

2/15/2006

ROCKLIN UNIFIED SCHOOL DISTRICT
SUMMARY OF SHOOOL CAPACITIES
December 8, 2005

<u>School</u>	<u>Design Capacity</u>	<u>Enrollment</u>
Antelope Creek Elementary School -	600	530
Breen Elementary School -	600	643
Cobblestone Elementary School -	600	494
Parker Whitney Elementary School -	600	545
Rocklin Elementary School -	600	549
Rock Creek Elementary School -	650	579
Ruhkala Elementary School -	650	623
Sierra Elementary School -	525	461
Valley View Elementary School -	650	456
Granite Oaks Middle School -	800	849
Spring View Middle School -	800	716
Alternative Education Center -	200	165
Rocklin High School -	1800	2048
Whitney High School -	2000	739

LETTER 7: ROCKLIN UNIFIED SCHOOL DISTRICT

Response to Comment 7-1

The comment notes that information regarding student yield rates in Table 4.12-5 on page 4.12-15 of the Public Services and Utilities chapter of the DEIR was incorrect. The table is hereby amended to the following:

Table 4.12-5 Rocklin Student Generation Ratio	
Grade Level	Generation Ratio
K-6	0.44 <u>0.40</u>
7-8	0.11 <u>0.10</u>
9-12	0.65 <u>0.15</u>
Source: Larry Stark, Assistant Superintendent, Rocklin Unified School District, October 26, 2005;	

The generation rates also affect projected enrollment as shown in Table 4.12-4. Therefore, Table 4.12-4 is hereby revised as follows:

Table 4.12-4 School District Existing + Project Enrollment					
School District	Current Enrollment	Design Capacity	Existing % Over Capacity	Project Students¹	% Over Capacity W/Full Project Buildout
Loomis Union District²					
K-8	1,892	1,884	0.4%	159	9%
Placer Joint Union District²					
9-12	4,743	3,976 ³	19%	70	21%
Rocklin Unified District⁴					
K-6	4,880	5,475	N/A	95 <u>96</u>	N/A
7-8	1,565	1,600	N/A	24	N/A
9-12	2,951 <u>2952</u>	4,000	N/A	36	N/A
Notes:					
1. These figures are based on a rough estimate of 320 housing units within the Loomis Union District and Placer Joint Union District, and 238 units in the Rocklin Unified District.					
Sources:					
2. California Department of Education, Educational Demographics Unit, Accessed and prepared December 28, 2005. http://data1.cde.ca.gov/					
3. Placer Union High School District, April 2004; provided by Cathy Allen, Director of Facilities and Operations, Placer County Office of Education, December 29, 2005.					
4. Larry Stark, Assistant Superintendent, Rocklin Unified School. Phone and e-mail to Jessica Hankins, December 8, 2005.					

This revision does not result in changes to the environmental effects of the Clover Valley project as currently evaluated.

Letter 8



South Placer Municipal Utility District

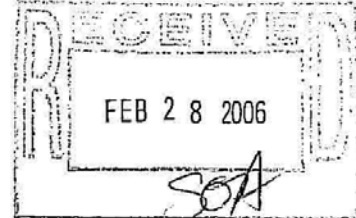
P.O. Box 45 – 3671 Taylor Road
LOOMIS, CALIFORNIA 95650
Phone (916) 652-5877

February 27, 2006

City of Rocklin
Community Development Department
3970 Rocklin Road
Rocklin, CA 95677

Attention: Sherri Abbas

Subject: Recirculated Draft E.I.R.
Clover Valley Subdivision
(SCH# 93122077)



Dear Ms. Abbas:

SPMUD's comments on the above matter are generally as follows:

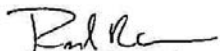
- 8-1 The above property is within the service area of the South Placer Municipal Utility District, and is eligible for sewer service.
- 8-2 All sewer service which the District may hereafter provide to said lands or any portion thereof will be subject to all ordinances, resolutions, rules and regulations, taxes, charges, fees, and assessments of the SPMUD which may now or hereafter be in effect.
- 8-3 The design and construction of all on-site and off-site facilities which may be required as a result of this project including the acquisition/granting of sewer easements will be the responsibility of the developer/owner. It should be noted that substantial on-site and off-site sewer construction is necessary in order for sewer service to be provided. The District will not consider for approval the on-site sewage treatment option nor the on-site lift station (with force main in Rawhide Road) option. Other proposed options as indicated on the attached map of the off-site sewer plan will be considered by the District for approval, with the preferred option being gravity service.
- 8-4 Other comments pertaining to the on-site (and off-site) sanitary sewers are as follows:
 - Sewer easements: Where sewers are located outside of the streets traveled way, the sewer easements (sewer only or when in combination with another utility) shall be a minimum width of 20 feet.
 - Sewer access: All weather access shall be provided along and over all sewers not located in the streets. The minimum width of the driveable portion of the access shall be 12 feet, including those portions proposed to be shared with the bike trail. A width of 15 feet or greater may be required in certain cases. The structural section shall be a minimum of 2" of asphalt over 4" of compacted aggregate base. The District may waive its access requirements where access is impracticable due to slope considerations. In any event, access shall be provided to all manholes and points of connection. The 'future' sewer located at the south end of the project and shown on the plans to be constructed by others will require all weather access to be built along the alignment.
- 8-5

Letter 8 cont'd

City of Rocklin
February 27, 2006
Page -2-

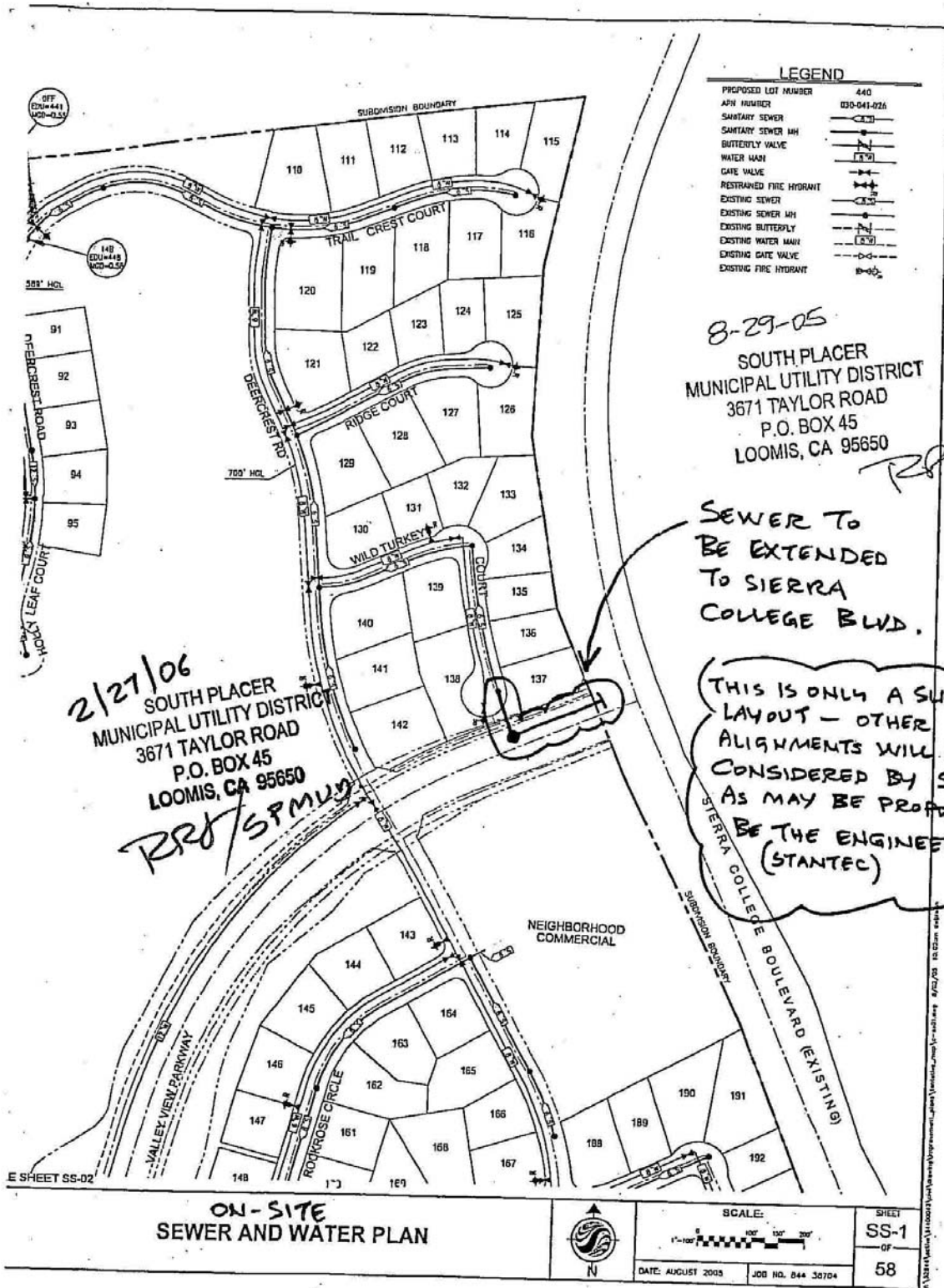
- 8-6 Landscaping: Where proposed landscaping may affect sewer facilities, access, or easements, the landscape plan(s) shall be submitted to SPMUD for review and approval. Trees shall remain clear from all sewer easement areas. Other proposed plantings/shrubs shall not encroach into the easements without the approval of the District. Fencing shall not block any sewer easements where access is required.
- 8-7 All work pertaining to the sanitary sewers shall conform to the Standard Specifications of SPMUD. Improvement plans shall be submitted to SPMUD for review and approval.
- 8-8 On page 3-13 (2nd paragraph) it is correctly indicated that SPMUD will be the authority for operation and maintenance of the sewer; however, the contracting and construction of the sewer will be the responsibility of the developer, and not SPMUD's.
- 8-9 The Wastewater Section under chapter 4.12 references a series of figures, "Figures 4.12-1 through 4.12-8" that are not within the recirculated D.E.I.R. document, and thus are not able to be reviewed. SPMUD advises that further comments may need to be made after review of the absent figures.
- 8-10 This letter does not constitute a reservation of capacity in the District's sewage treatment facilities, nor does it constitute the assumption of a utility obligation to said lands or any portion thereof by the District. Due to restrictions on the capacity of existing offsite sewers, the District, based on current connected conditions, can provide service only to the first 180 homes within the project. The offsite sewers will need to be constructed and in service before the remainder of the project can be served.
- 8-11 The District may be rendered unable to provide sewer service to said lands due to prohibitions or restrictions which may be imposed upon it by federal, state, county or local regulatory agencies having jurisdiction or due to conditions caused by an Act of God. Prohibitions and/or restrictions may be imposed at the Regional Wastewater Treatment Plant on the plant's capacity in accordance with existing agreements; this may also impact the District's ability to accept new applications for sewer service for the project. Currently no restrictions exist.
- 8-12 This letter shall be of no force or effect after the expiration of 365 calendar days from the date hereof, but may at the discretion of the District, be renewed or extended upon application of the developer/owner of the land referred to herein or their agent.
- 8-13 All non residential development within SPMUD is subject to the requirements of the City of Roseville Industrial Waste Pretreatment Program in accordance with Ordinance 14.26 of the Roseville Municipal Code.

Sincerely,


Richard R. Stein
Project Administrator

RRS:jag

Enclosures



LEGEND

PROPOSED LOT NUMBER	440
APN NUMBER	030-041-02A
SANITARY SEWER	
SANITARY SEWER MH	
BUTTERFLY VALVE	
WATER MAIN	
GATE VALVE	
RESTRAINED FIRE HYDRANT	
EXISTING SEWER	
EXISTING SEWER MH	
EXISTING BUTTERFLY	
EXISTING WATER MAIN	
EXISTING GATE VALVE	
EXISTING FIRE HYDRANT	

8-29-05
 SOUTH PLACER
 MUNICIPAL UTILITY DISTRICT
 3671 TAYLOR ROAD
 P.O. BOX 45
 LOOMIS, CA 95650

SEWER TO
 BE EXTENDED
 TO SIERRA
 COLLEGE BLVD.

THIS IS ONLY A SUGGESTED
 LAYOUT - OTHER
 ALIGNMENTS WILL BE
 CONSIDERED BY SPMUD
 AS MAY BE PROPOSED
 BY THE ENGINEERS,
 (STANTEC)

2/27/06
 SOUTH PLACER
 MUNICIPAL UTILITY DISTRICT
 3671 TAYLOR ROAD
 P.O. BOX 45
 LOOMIS, CA 95650
 RRD/SPMUD

**ON-SITE
 SEWER AND WATER PLAN**



SCALE:
 1" = 100'
 DATE: AUGUST 2005
 JOB NO. 044 30704

SHEET
 SS-1
 OF
 58

LETTER 8: SOUTH PLACER MUNICIPAL UTILITY DISTRICT

Response to Comment 8-1

This comment is correct. As noted in the final paragraph on page 4.12-8 of the Public Services and Utilities chapter of the DEIR, the proposed project is within the SPMUD service area.

Response to Comment 8-2

Comment noted.

Response to Comment 8-3

Given the SPMUD's input, the sewer systems for the proposed project site would still function as described in the EIR. Further analysis would not be required.

Response to Comment 8-4

The easements in question are drawn at 30 feet, and the tree removal impact analysis assumes a 30 feet wide easement.

Response to Comment 8-5

The easement located near the southern boundary is assumed to be built by the landowners to the south when they choose to develop the property. For the proposed project, the analysis as assumed that all oak trees within the easement would be removed to allow the sewer line to be built and to ensure that the tree-count for the proposed project would be conservative.

Response to Comment 8-6

Comment noted. The project will be required to comply with applicable requirements of SPMUD.

Response to Comment 8-7

The Project Description (Chapter 3 of the DEIR) notes on page 3-27 that the off-site sewer improvements would require review and approval from the SPMUD.

Response to Comment 8-8

As stated in the Project Description (Chapter 3 of the DEIR) on page 3-12, the proposed project would include the construction of necessary on and off-site sewer infrastructure.

Response to Comment 8-9

The commenter is correct. Figures 4.12-1 through 4.12-8 were inadvertently left out of the DEIR. The figures are included below and are hereby amended into the Public Services and Utilities chapter (chapter 4.12) of the DEIR beginning at the bottom of Page 4.12-9. Additionally, these figures were circulated to all reviewing agencies by the State Office of Planning and Research on March 9, 2006 (see Comment Letter 14).

Figure 4.12-1
Offsite Sewer Alignment
Across Clover Valley Park

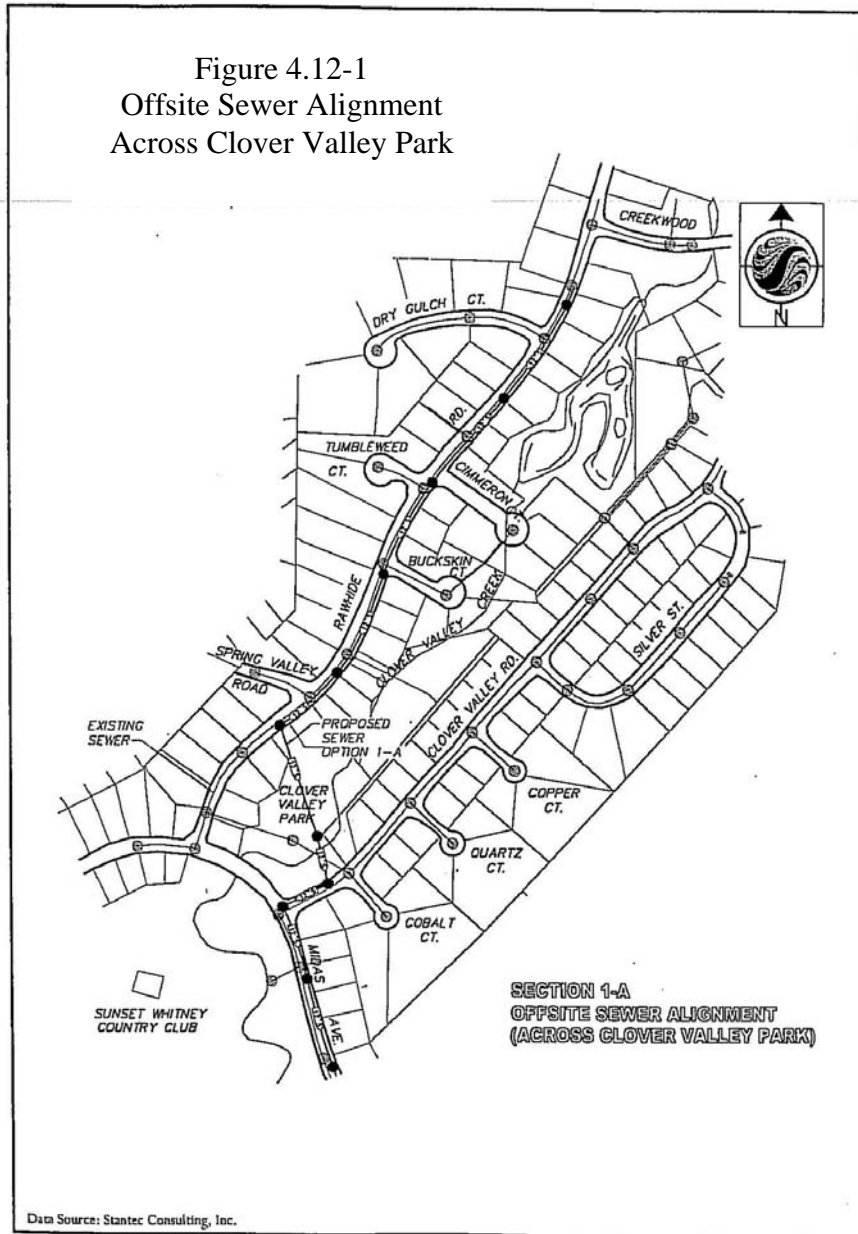


Figure 4.12-2
Offsite Sewer Alignment
Rawhide Road to Midas
Avenue

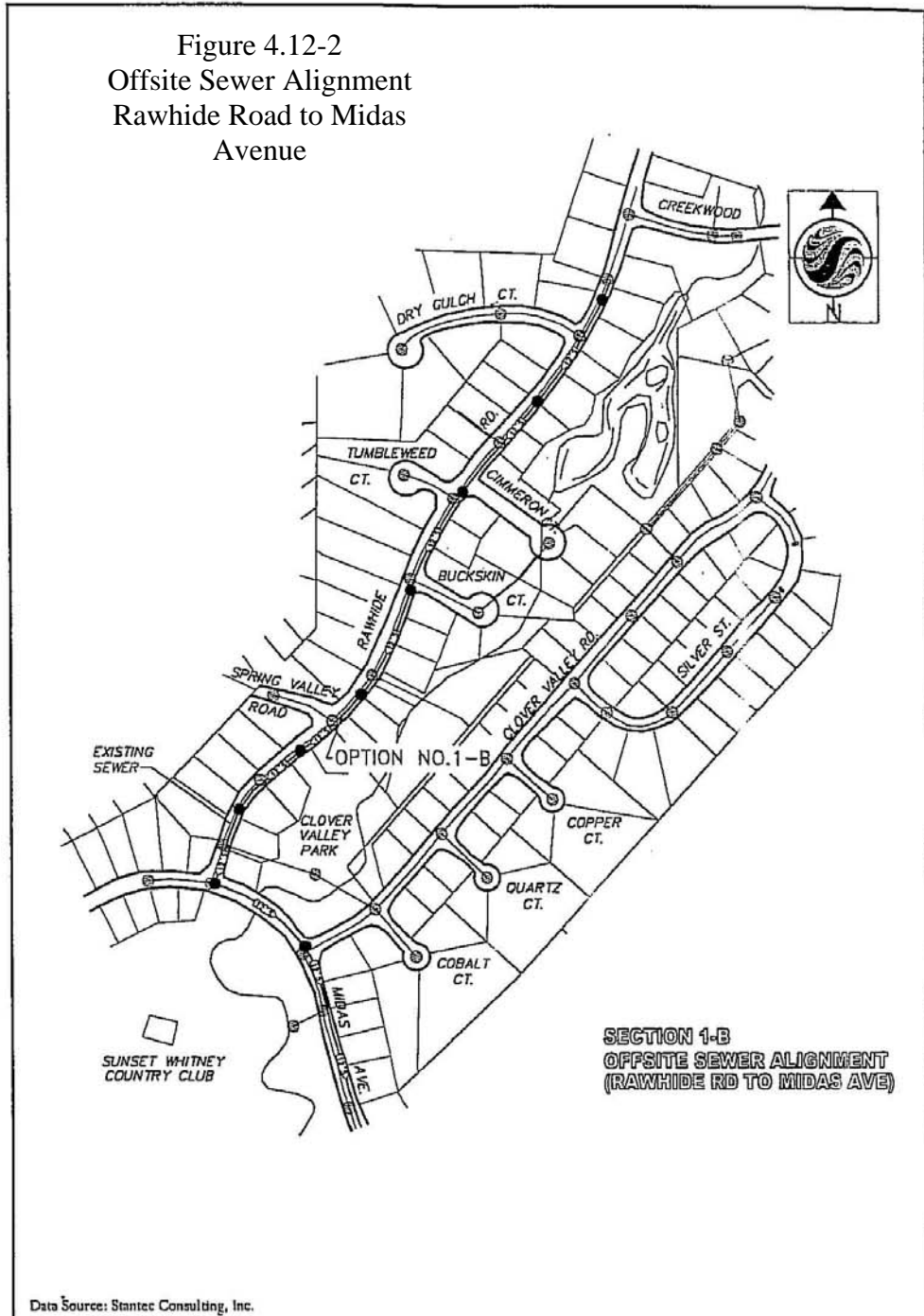
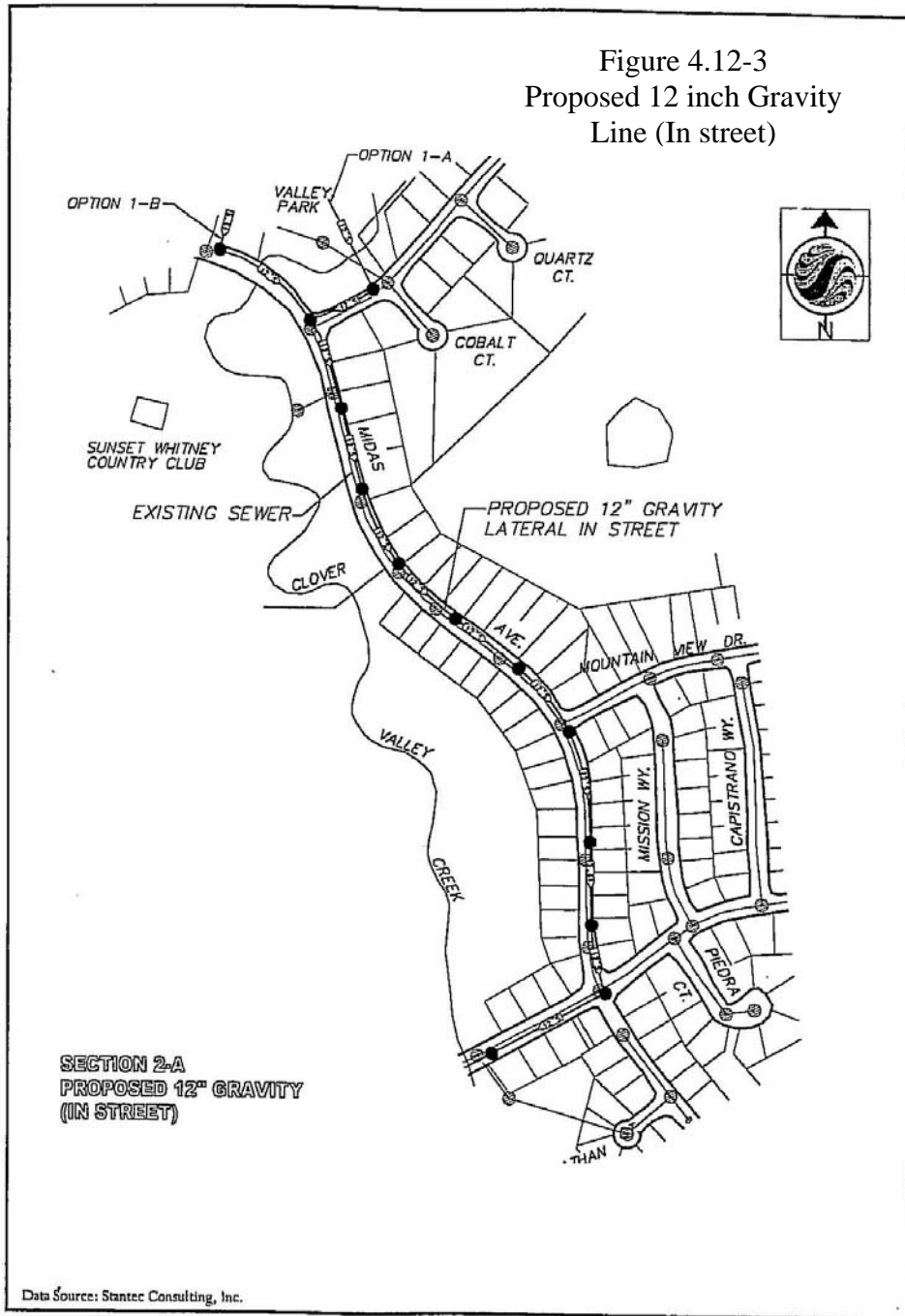


Figure 4.12-3
Proposed 12 inch Gravity
Line (In street)



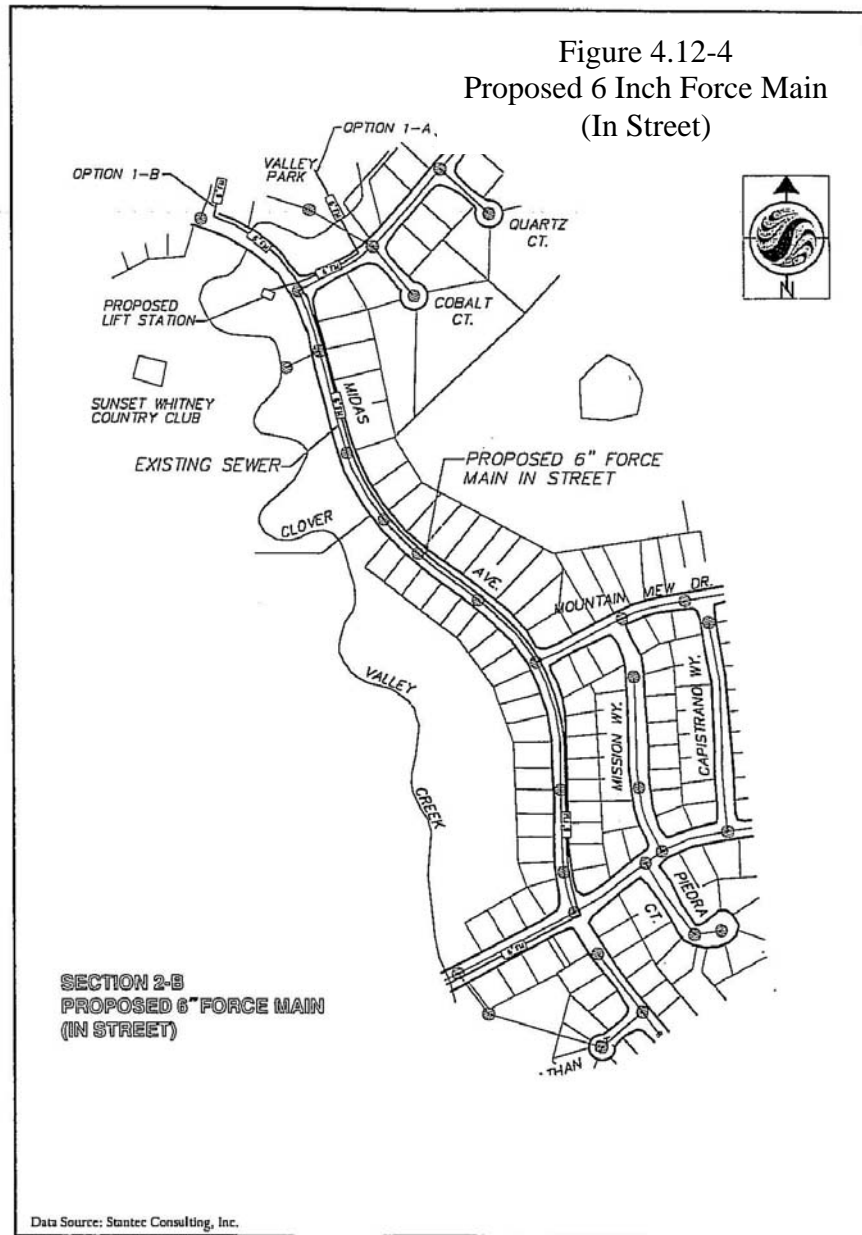


Figure 4.12-5
Gravity Sewer Golf
Course Alignment

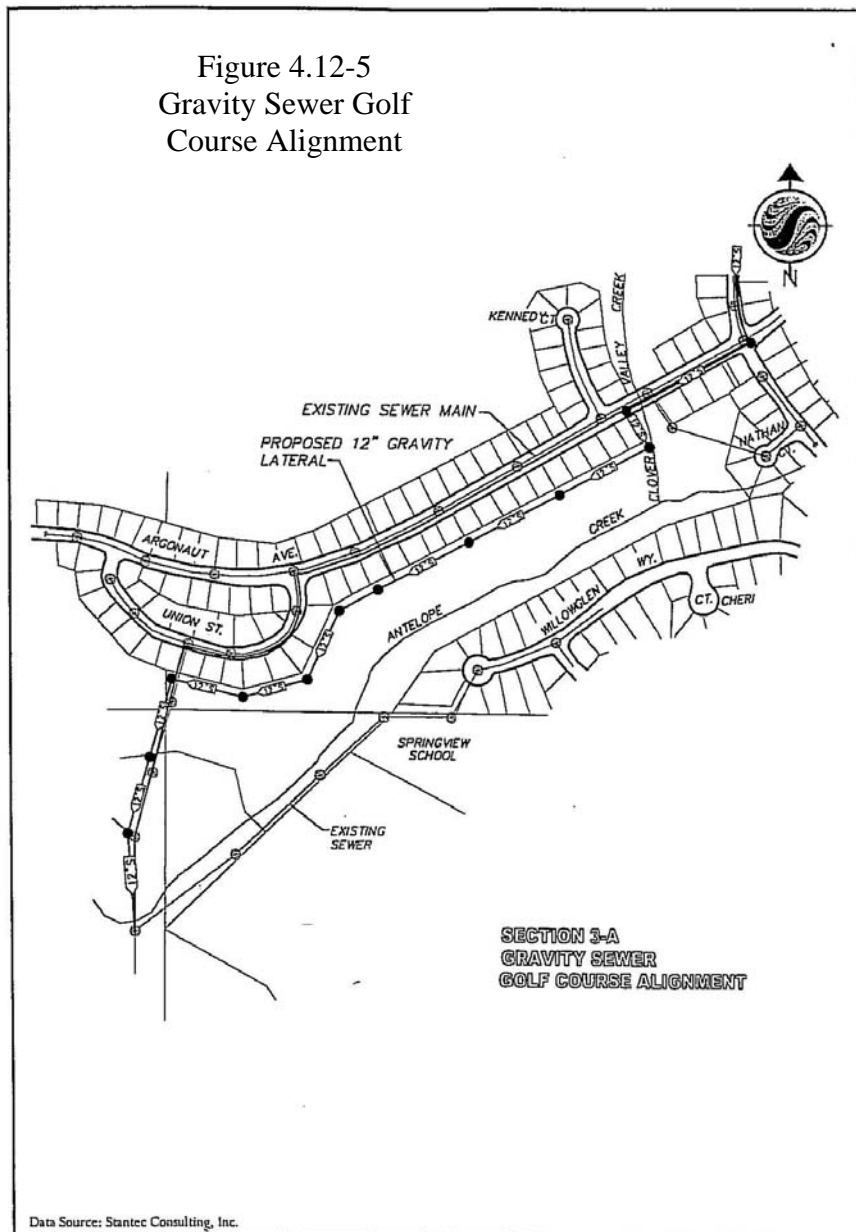


Figure 4.12-7
Force Main/Golf Course
Alignment

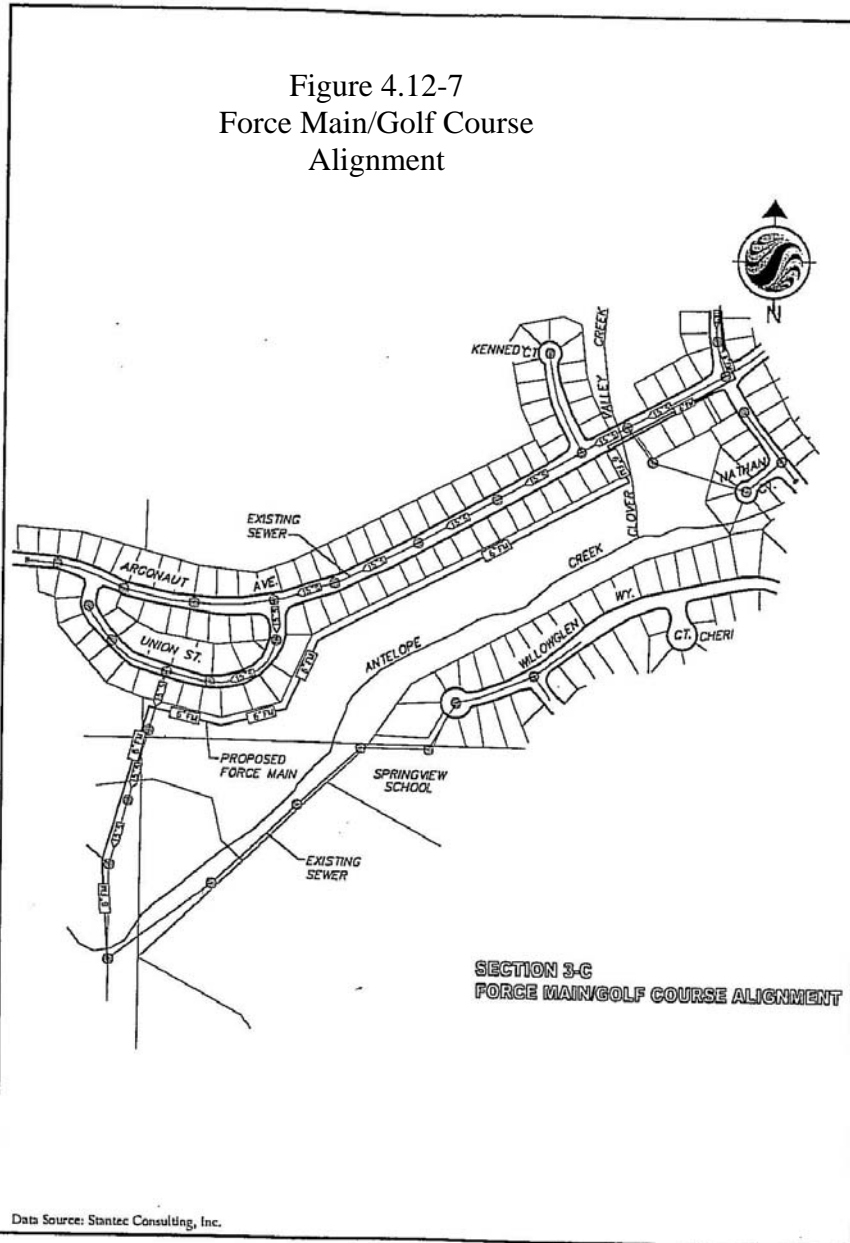
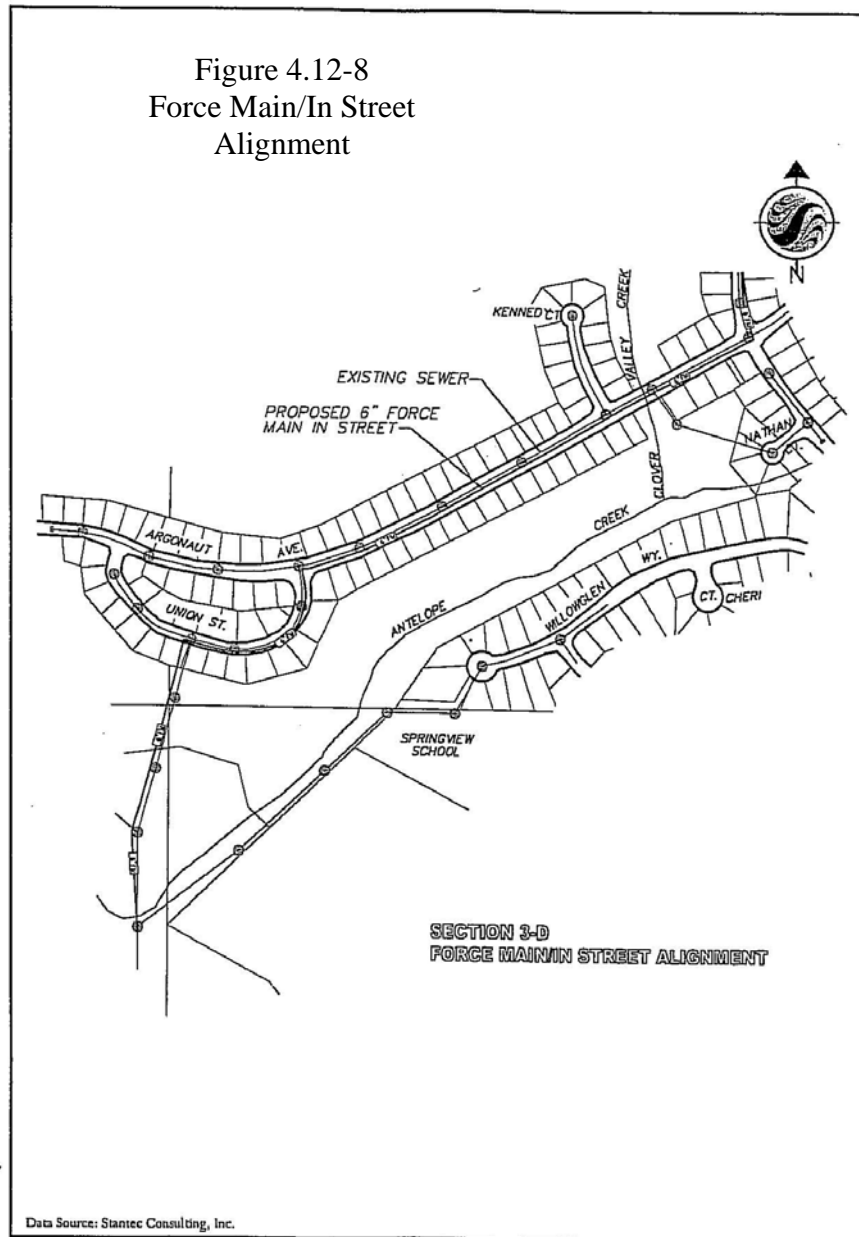


Figure 4.12-8
Force Main/In Street
Alignment



Response to Comment 8-10

As noted on page 4.12-9, the Draft EIR acknowledges that the South Placer Municipal Utility District can currently provide service to only 180 additional units and that off-site sewers would be constructed as part of the proposed project to accommodate the additional homes proposed by the project.

Response to Comment 8-11

The comment does not address the adequacy of the DEIR.

Response to Comment 8-12

The comment does not address the adequacy of the DEIR.

Response to Comment 8-13

Development of the commercial property would be required to comply with all applicable ordinances.

Letter 9

State of California—Business, Transportation and Housing Agency ARNOLD SCHWARZENEGGER, Governor
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

California Highway Patrol
9440 Indian Hill Road
Newcastle, CA 95658
(916) 663-3344
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



March 1, 2006

File No.: 9220.10284.8837. SCH#1993122077

Mr. David Mohlenbrok
City of Rocklin
3790 Rocklin Road
Rocklin, CA 95677

Dear Mr. Mohlenbrok:

Recently, the California Highway Patrol (CHP) Auburn Area had the opportunity to review the Clover Valley Large and Small Lot Tentative Subdivision Maps Recirculated Draft Environmental Impact Report, State Clearinghouse SCH#1993122077.

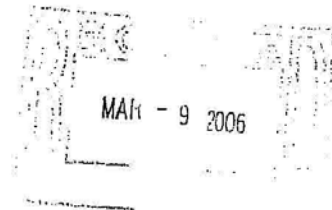
9-1

We feel the growth discussed will have an impact on the mission of the CHP of ensuring safety and providing service to the public as they utilize the highway transportation system of Placer County. The addition of 558 residential units will add to the already overburdened transportation system in the Auburn Area. The anticipated growth will significantly increase the traffic volume and circulation along State highways and other roadways within the western portion of the CHP Auburn Area. Roadways that will be particularly impacted will be State Route (SR) 65, SR 193 and Interstate (I) 80.

9-2

The rapid increase in population in Placer County has placed a burden on the ability of CHP in this area to complete its mission. The increased growth without increasing staffing within the Auburn Area CHP Office, may compromise our ability to complete our mission of safety, service and security.

Safety, Service, and Security



LETTER 9: STATE OF CALIFORNIA - CALIFORNIA HIGHWAY PATROL

Response to Comment 9-1

The letter states that the project would contribute to the overburdened transportation system in Placer County, including along State highways and other roadways within the western portion of the CHP Auburn area such as State Route (SR) 65, SR 193, and Interstate 80. The letter does not comment on the DEIR. However, these concerns will be forwarded to the decision makers on the project.

Response to Comment 9-2

The comment notes that proposed project would increase the need for staffing in the Auburn Area CHP office, which would compromise CHP's ability to effectively perform their job. The comment does not address the adequacy of the DEIR. However, this concern will be forwarded to the decision makers for consideration during deliberation of project approval.

03/14/2006 15:18 9164644681

Letter 10

PAGE



Alan C. Lloyd,
Ph.D.
Agency Secretary

California Regional Water Quality Control Board Central Valley Region

Robert Schneider, Chair

Sacramento Main Office
Internet Address: <http://www.swrcb.ca.gov/rwqcb5>
11020 Sutter Center Drive #200 Rancho Cordova, CA 95670-6114
Phone (916) 464-3291

Arnold Schwab
Governor

Fax Cover Sheet

To: DAVID Mohlenbrok
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677

Date: 3/14/06
Phone: 916-625-5162
Fax: 916 625-5195

From: Bob Solecki

Phone: 916-464-4684
Fax: 916.464.4681

Number of pages including cover sheet: 5

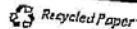
Original will follow by U.S. Mail

Message:

DAVID,
A copy of the Water Board's comment letter
regarding the Draft EIR for the Clover Valley project
is attached. As indicated above, the letter is being
sent via regular mail. Please e-mail me at
rsolecki@waterboards.ca.gov when you receive
this fax.
Thank you,
Bob

FAX TO: _____

California Environmental Protection Agency





California Regional Water Quality Control Board
Central Valley Region

Robert Schneider, Chair



Arnold
Schwarzenegger
Governor

Alan C. Lloyd, Ph.D.
Agency Secretary

Sacramento Main Office
11020 Sun Center Drive #200, Rancho Cordova, California 95670-6114
Phone (916) 464-3291 • FAX (916) 464-4645
<http://www.waterboards.ca.gov/centralvalley>

RECEIVED
MAR 17 2006
STATE CLEARING HOUSE

Letter 10
cont'd

14 March 2006

David Mohlenbrok
City of Rocklin
3970 Rocklin Road
Rocklin, California 95677

Clear
3/15/06
late

**COMMENTS ON RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT,
CLOVER VALLEY LARGE AND SMALL TENTATIVE SUBDIVISION MAPS, ROCKLIN,
PLACER COUNTY** Sch# 1993122077

10-1

As a Responsible Agency, as defined by CEQA, we have reviewed the Recirculated Draft Environmental Impact Report (EIR) for the Clover Valley Large and Small Tentative Subdivision Maps, which was received on 27 January 2006. Clover Valley is in the northeast corner of the City of Rocklin. The project consists of 13 parcels, totaling 622 +/- acres along the west side of Sierra College Boulevard, north of the terminus of Rawhide Road and south of North Clover Valley Way/Creekside Lane. The project request is for a Large Lot Tentative Subdivision Map to subdivide 622 +/- vacant acres into 33 large lots. The large lots would establish individual units being further subdivided by the proposed small lot tentative subdivision map. The small lot tentative subdivision map results in 558 single-family residential lots. A General Plan Amendment and Rezone are also being requested to address modifications to the open space and residential components of the proposal.

Our comments relate to the hydrology, water quality, and biological resource sections of the Draft EIR. We recommend that the Draft EIR address the issues as discussed below. Below each list of impacts are comments corresponding to those impacts and their corresponding mitigation measures.

10-2

Environmental Settings, Impacts, and Mitigation

Section 4.11 - Hydrology and Water Quality

4.11I-1 Impacts resulting in a change in peak stormwater flows.

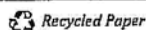
4.11I-6 Impacts due to erosion or deposition of sediment in Clover Valley Creek at roadway crossings.

4.11I-7 Impacts regarding the deposition of sediment in Clover Valley Creek from underground utility crossings.

4.11I-8 Impacts caused by project construction that would result in fill and excavation within Clover Valley Creek.

Central Valley Regional Water Quality Control Board (Water Board) staff do not support the proposed creation of two detention basins within Clover Valley Creek (on-line detention basins) to mitigate for increases in peak flows during large storm events as a result of the project. Detention basins must be located outside the creek and associated riparian area. The creation of instream (on-line) detention basins upstream of the proposed Valley Clover Way and the proposed Nature Trail Way involve the creation of

California Environmental Protection Agency



David Mohlenbrok
City of Rocklin

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14 MARCH 2000

Letter 10 cont'd

10-2
Cont'd

culvert bridges, which would restrict the conveyance capacity of the creek and would back up the flow during large storm events. The creation of detention basins within the creek would disturb the creek channel, alter the natural flow of the creek, and could cause threats to water quality in the following manner:

- 1) The construction and installation of culvert bridges would disturb the creek channel and result in temporary increases in suspended solids and turbidity within the creek.
- 2) The proposed detention basin could cause increased siltation upstream of the culvert bridges.
- 3) The culvert bridges may increase flow velocity near their inlet and outlet. This could increase channel erosion upstream and downstream of the culverts resulting in increases in suspended solids and turbidity.

Water Board staff do not support the use of culvert bridges in Clover Valley Creek. Bridges crossing Clover Valley Creek must not have footings, abutments, or any part of the bridge within the channel or bed of the creek.

10-3

- 4.11I-3 Impacts as a result of construction-phase erosion.
- 4.11I-6 Impacts due to erosion or deposition of sediment in Clover Valley Creek at roadway crossings.
- 4.11I-9 Degradation of water quality resulting from construction of the off-site sewer line extension.

10-4

Due to the steep topography of the project area, Water Board staff want to ensure that erosion and sedimentation into surface waters is avoided and that water quality is maintained according to baseline conditions during and after construction. Although the Draft EIR for the Clover Valley project addresses erosion and sedimentation issues during construction in **Mitigation Measures 4.11MM-3 (a)-(c)**, and **Mitigation Measures 4.11MM-9(a)-(e)**, Water Board staff would like to reiterate the water quality requirements of its program below.

Dischargers of storm water to surface waters associated with construction activity, including clearing, grading, and excavation activities of one-acre or more, must obtain coverage under the State Water Resources Control Board, Order No. 99-08-DWQ, National Pollutant Discharge Elimination System, General Permit No. CAS000002, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity (General Permit). Dischargers must also implement Best Available Technology Economically Achievable (BAT) and Best Conventional Pollutant Control Technology (BCT) to reduce or eliminate storm water pollution.

To obtain authorization for proposed storm water discharges to surface waters, the Discharger must submit a Notice of Intent (NOI) with a vicinity map and the appropriate fee to the State Water Resources Control Board prior to commencement of construction activities. Coverage under the General Permit shall not occur until the applicant develops a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must identify Best Management Practices that utilize the BAT/BCT performance standard to control pollutant discharges. These controls must reduce pollutants and implement any more stringent controls necessary to meet water quality standards contained in the Water Board's Basin Plan.

David Mohlenbrok
City of Rocklin

3

14 March 2006

Letter 10 cont'd

10-5 The Draft EIR identifies erosion and sediment control Best Management Practices (BMPs) including waste management and materials pollution control BMPs to mitigate the impacts to a "less-than-significant level." Although these BMPs are examples of what shall be used during construction, they should not be considered exclusive of new or innovative approaches currently available or being developed in order to meet the BAT/BCT performance standard and/or exceed water quality standards. BMPs must meet BAT/BCT performance standards and, at a minimum, must provide an "effective combination of both erosion and sediment control on all disturbed areas during the rainy season."

BMP Monitoring Program

10-6 The Draft EIR does not address BMP monitoring. Monitoring Programs are an important component of the SWPPP. Due to the sensitive area of the proposed project, the applicant must ensure the SWPPP contains a well-developed monitoring program that will provide a good method for checking the effectiveness of the BMPs. All dischargers are required to conduct inspections of the construction site prior to anticipated storm events and after actual storm events. During extended storm events, inspections must be made during each 24-hour period. The goals of these inspections are (1) to identify areas contributing to a storm water discharge; (2) to evaluate whether measures to reduce pollutant loadings identified in the SWPPP are adequate, properly installed, and functioning in accordance with the terms of the General Permit; and (3) whether additional control practices or corrective maintenance activities are needed.

**4.111-4 Impacts relating to post-construction erosion.
4.111-11 Cumulative impacts related to the degradation of water quality.**

10-7 The City of Rocklin requires post construction stormwater BMPs pursuant to the City's Phase II Municipal Separate Storm Sewer Systems (MS4) permit. Storm water and surface water flows must be managed to retain the natural flow regime and water quality, including not altering baseline flows in receiving waters, not allowing untreated discharges to occur into existing aquatic resources, not using aquatic resources for transport of flows above current hydrology, duration, and frequency. All storm water flows generated on-site during and after construction and entering surface waters must be pre-treated to reduce oil, sediment, and other urban pollutants.

The long-term health of Clover Valley Creek is a concern to Water Board staff due to the proposed project location. Therefore, Water Board staff request the project applicant develop and implement a post-construction storm water monitoring and reporting program for constituents of concern in urban runoff from the development. The program should be submitted to the Water Board for review and concurrence.

Section 4.8 - Biological Resources

10-8 **4.8I-4 Construction-related impacts to riparian and seasonal wetland habitat due to intrusion.
4.8I-5 Long-term operational impacts to riparian and seasonal wetland habitat due to intrusion.
4.8I-7 Construction impacts to riparian and aquatic habitats.**

Water Board staff concur with the NOAA Fisheries conservation measure from the Biological Opinion described in Impact 4.8I-5 which encourages the project applicant to consider designing the layout of

David Mohlenbrok
City of Rocklin

4

Letter 10 cont'd

- 10-8 Cont'd the road system such that the road is at least 75 feet from the edge of the riparian zone. In addition, no development should occur within the buffer area so that water quality may be maintained in Clover Valley Creek. Development exceptions within the creek setback are the construction of bridges, outfalls (e.g., culverts), and the bike trail. Development exceptions within the creek setback should be specifically identified in the Draft EIR. The term "necessary development" by itself should not be used to describe development exceptions within the creek setback area because any activity could ultimately be justified as necessary development and the creek setback would no longer serve its purpose. Regional Water Board staff also concur with NOAA Fisheries recommendation from the Biological Opinion that a 50-foot buffer should be present between the bike trail and Clover Valley Creek.
- 10-9
- 10-10

4.8I-8 Long-term operational impacts to riparian and aquatic habitat.

The design and construction of outfalls (e.g., culverts) that drain into Clover Valley Creek must minimize impacts to riparian habitat and must avoid impacts to the creek. Outfall design and construction for the project must also comply with the City's Phase II MS4 permit. Outfall design criteria is specifically addressed in design standard *d.5* in Attachment 4 of the Phase II MS4 permit. The text from design standard *d.* is listed below:

- 10-11
- d. Protect Slopes and Channels
Project plans must include BMPs consistent with local codes, ordinances, or other regulatory mechanism and the Design Standards to decrease the potential of slopes and/or channels from eroding and impacting storm water runoff:
- 1) Convey runoff safely from the tops of slopes and stabilize disturbed slopes.
 - 2) Utilize natural drainage systems to the maximum extent practicable.
 - 3) Stabilize permanent channel crossings.
 - 4) Vegetate slopes with native or drought tolerant vegetation, as appropriate.
 - 5) Install energy dissipaters, such as riprap, at the outlets of new storm drains, culverts, conduits, or channels that enter unlined channels in accordance with applicable specifications to minimize erosion, with the approval of all agencies with jurisdiction, e.g., the U.S. Army Corps of Engineers and the California Department of Fish and Game.

If you have any further questions, please contact Robert J. Solecki at rsolecki@waterboards.ca.gov or 916.464.4684, or contact Dannas J. Berchtold at dberchtold@waterboards.ca.gov or 916.464.4683.



WILLIAM J. MARSHALL
Chief, Storm Water and Water Quality Unit

cc: State Clearinghouse

LETTER 10: STATE OF CALIFORNIA – CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD

Response to Comment 10-1

This comment consists of a description of the proposed project and does not address the adequacy of the DEIR.

Response to Comment 10-2

See Section 1 of Master Response 11 – Hydrology for a discussion of the planned stormwater detention facilities.

Response to Comment 10-3

This comment includes a listing of impacts discussed more fully in comment 10-4 below.

Response to Comment 10-4

The comment outlines policies and regulations of the California Regional Water Quality Control Board. The project applicant would be required to comply with these and any additional applicable policies and regulations.

Response to Comment 10-5

The commenter is correct. As stated in the Hydrology and Water Quality chapter of the DEIR in Mitigation Measure 4.11MM-3(b), the BMPs suggested in the chapter and throughout the DEIR are not limiting and are not all-inclusive. Any BMPs used must meet BAT/BCT performance standards and provide effective combination of both erosion and sediment control on all disturbed areas during the rainy season.

Response to Comment 10-6

The commenter is correct. Provisions for a BMP monitoring plan were not included as part of the Draft EIR. Mitigation measure 4.11MM-3(b) is hereby revised as follows:

4.11MM-3(b) Comply with, at minimum, the provisions of the State General Construction Activity Permit, which requires a Notice of Intent (NOI) to be filed with the SWRCB, the preparation of a Stormwater Pollution Prevention Plan (SWPPP), and the implementation of Best Management Practices (BMPs) and Best Available Technologies (BATs) to control construction-site runoff. Stormwater runoff BMPs selected from the Storm Water Quality Task Force (California Storm Water Best Management Practices Handbook 1993), the Bay Area Stormwater Management Agencies Association Start at the

Source-Design Guidance Manual, or equally effective measures shall be identified prior to final design approval. To maximize effectiveness, the selected BMPs shall be based on finalized site-specific hydrologic conditions, with consideration for the types and locations of development. Mechanisms to maintain the BMPs shall also be identified in the plan for the review and approval of the City Engineer. Additionally, a BMP monitoring program shall also be included in the SWPPP. The monitoring program shall ensure that all dischargers are required to conduct inspections of the construction site prior to anticipated storm events and after actual storm events. During extended storm events, inspections must be made during each 24-hour period. The goals of these inspections are (1) to identify areas contributing to a storm water discharge; (2) to evaluate whether measures to reduce pollutant loadings identified in the SWPPP are adequate, properly installed, and functioning in accordance with terms of the General Permit; and (3) whether additional control practices or corrective maintenance activities are needed. BMPs that shall be used during construction of the proposed project include, but are not limited to, the following:

This revision does not result in changes to the environmental effects of the Clover Valley project as currently evaluated.

Response to Comment 10-7

See Master Response 11-Hydrology and Water Quality.

Response to Comment 10-8

The comment states that the Water Board staff agrees with the NOAA Fisheries suggested buffer of 75 feet. The project proposes a 50-foot setback, with two roadway encroachments into the 50-foot setback, as well as the bike trail within the entirety of the setback. As noted on page 4.8-29, the City's policy is a 50-foot buffer zone from the edge of the bank of all natural streams and creeks.

Response to Comment 10-9

See Master Response 2 – Land Use.

Response to Comment 10-10

The comment states that the Water Board staff agrees with the NOAA Fisheries recommendation of a 50-foot buffer between the bike trail and Clover Valley Creek.

Comment noted. The comment does not address the adequacy of the DEIR. However, the comment will be forwarded to the project decision makers for their use in deliberations on the project approval.

Response to Comment 10-11

The comment is correct. The project must comply with the outfall design criteria as outlined in Attachment 4 of the Phase II MS4 permit. Therefore, the standards will be applied, and no changes to the DEIR would result from this comment.



DEPARTMENT OF FISH AND GAME

<http://www.dfg.ca.gov>
Sacramento Valley – Central Sierra Region
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670
916/358-2900

Letter 11



February 28, 2006

*Clear
3/2/06
e*

Ms. Sherri Abbas
Planning Services Manager
City of Rocklin
Community Development Department
3970 Rocklin Road
Rocklin, CA 95677

RECEIVED
MAR - 2 2006
STATE CLEARING HOUSE

Dear Ms. Abbas:

11-1

The Department of Fish and Game (DFG) has reviewed the Draft Environmental Impact Report (DEIR) for the Clover Valley Large and Small Lot Tentative Maps (SCH# 93122077). The project proposes a residential development on about 622 acres in the northeast corner of the City of Rocklin, Placer County.

Significant natural resources of the plan area include oak woodlands, wetlands, riparian habitats associated with Clover Valley Creek, as well as the potential for associated listed and sensitive wildlife species. The project proposes retention of about 366 acres of the project site as Open Space, primarily associated with the steep slopes of Clover Valley.

11-2

The DFG is providing comments in response to the DEIR under California Environmental Quality Act as both a responsible and trustee agency. As trustee for the State's fish and wildlife resources, the DFG has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically-sustainable populations of such species. The DFG administers the California Endangered Species Act (CESA), the Native Plant Protection Act (NPPA), and other provisions of the California Fish and Game Code that affords protection to the State's fish and wildlife trust resources. In that capacity, the DFG recommends the following:

11-3

The DFG believes that the DEIR has substantially understated project impacts to vegetation, wildlife, and water quality, substantially overstated the value of the proposed mitigation measures, and failed to provide appropriate and feasible mitigation measures.

Conserving California's Wildlife Since 1870

**Letter 11
cont'd**

Ms. Abbas
February 28, 2006
Page 2

While the DEIR discusses loss of oak tress and places this loss at about 26.3% of oaks within the project site, the DEIR does not quantify the amount of oak woodland habitat onsite and makes no quantitative evaluation, in acres, of the loss of oak woodland habitat. The document states in Section 4.8I-9 (page 4.8-37) that the "most contiguous stands of oak tress on the project site would largely be retained" and that "most of the oak trees proposed for removal are isolated from, or at the edges of, the stands of oak trees that would be preserved." These are the only statements within the DEIR that provide the basis for the conclusion within the document that "the impacts to oak woodland habitat from anticipated development and the proposed project would be considered **less-than-significant**." Notably, this discussion follows discussion in Section 4.8I-9 (page 4.8-36) that states: "California's oak woodlands are the most biologically diverse broad habitat in the State. Oak woodlands have been reduced in California to such an extent that the loss of any oak trees must be considered a substantial loss of habitat for many native species." Further discussion on page 4.8-37 states, "... it should be noted that along with urbanization comes the introduction of exotic species such as house sparrows, and domestic dogs and cats which compete with or prey upon native wildlife."

11-4

Project design, the clustering of housing that both surrounds and fragments oak woodland habitat along the steeper slopes of Clover Valley, results in a general deterioration of habitat value for wildlife due to both habitat loss and fragmentation (an issue not discussed in the DEIR), and the resultant disturbance to wildlife due to the intrusion of urban development. While the document suggests that oak woodland associated species are impacted by human intrusion and "the loss of any oak trees must be considered a substantial loss of habitat for many native species" the document, without any supporting evidence or facts, concludes that these impacts are mitigated by retention of most of the trees on the project site. The document has thus failed to identify mitigation measures for these potential project impacts. We disagree with the DEIR regarding the loss of oak woodland habitat value and suggest that subsequent documents fully disclose and quantify impacts to oak woodlands and provide mitigation for these project impacts. We suggest, previously stated to the City in our letter on the Notice of Preparation for this project, that mitigation for project impacts to oak woodland habitats could be achieved offsite through acquisition of existing oak woodlands in west Placer County. We believe this is feasible, practical, and reasonable. We believe that the level of offsite habitat needed as mitigation should be equal to the biological values lost not only as a result of both direct impacts due to loss and fragmentation but also due to indirect impacts to oak woodland habitat due to human intrusion. This must be determined through a more thorough evaluation of onsite impacts and identification of offsite lands that may be suitable for long term conservation through either acquisition of land in fee title or through acquisition of conservation easements. We suggest that consideration of any offsite land be consistent with the conservation strategy as envisioned as part of the Placer County Conservation Plan.

Ms. Abbas
February 28, 2006
Page 3

**Letter 11
cont'd**

11-5

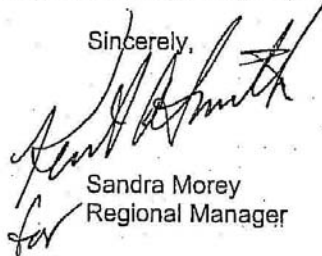
The DFG believes that Chapter 4.11 has inadequately addressed potential mitigation measures that are fundamentally superior to achieving water quality objectives as identified in this chapter. We believe that principles embodied in Low Impact Development strategies must be evaluated in subsequent documents to fully allow for their incorporation into project design and construction. These measures are often less expensive both in the short and long term while providing enhanced water quality benefits. Again, as we stated in our comments on the NOP for this DEIR, we suggest that these measures be part of this project.

11-6

In summary, the DFG believes that the DEIR fails to objectively portray existing project conditions, substantially underestimates project impacts to wildlife and water quality, and presents an inadequate array of mitigation measures. The DFG strongly encourages the City of Rocklin to reject this DEIR without substantial modification that incorporates, as suggested, feasible and reasonable mitigation measures.

Thank you for the opportunity to review this project. If we can be of further assistance, please contact Mr. Jeff Finn, Environmental Scientist at (530) 477-0308 or Mr. Kent Smith, Acting Assistant Regional Manager at (916) 358-2382.

Sincerely,



Sandra Morey
Regional Manager

cc: Mr. Loren Clark
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603

State of California
Office of Planning and Research
PO Box 3044
Sacramento, CA 95812-3044

Mr. Kent Smith
Mr. Jeff Finn
Department of Fish and Game
Sacramento Valley-Central Sierra Region
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670

LETTER 11: STATE OF CALIFORNIA – DEPARTMENT OF FISH AND GAME

Response to Comment 11-1

This comment includes a description of the project and existing setting and does not address the adequacy of the DEIR.

Response to Comment 11-2

This comment describes the role of the Department of Fish and Game (DFG) and does not address the adequacy of the DEIR.

Response to Comment 11-3

This comment is an introduction to questions and comments specified in following paragraphs and addressed in Responses to Comments 11-4 through 11-6 below.

Response to Comment 11-4

See Sections 2 and 3 of Master Response 8 - Biology.

Response to Comment 11-5

See Master Response 11 - Hydrology.

Response to Comment 11-6

The comment is a summary general comment about the inadequacy of the DEIR; specific responses have been provided above.

DEPARTMENT OF TRANSPORTATION
DISTRICT 3, SACRAMENTO AREA OFFICE
Venture Oaks -MS 15
P.O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 274-0614
FAX (916) 274-0648
TTY (530) 741-4509

Letter 12



Flex your power!
Be energy efficient!

March 6, 2006

06PLA0006
SCH #1993122077
Clover Valley Large and Small Lot Tentative Subdivision Maps
Recirculated Draft Environmental Impact Report
05PLA80 PM 7.40

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

Dear Mr. Mohlenbrok:

Thank you for the opportunity to comment on the Clover Valley Large and Small Tentative Maps-Recirculated Draft Environmental Impact Report. Our comments are as follows:

12-1

- The Institute of Transportation Engineers (ITE) publication indicates this project will generate approximately 550 AM and 800 PM peak hour trips respectively, and approximately 50% of these peak hour trips will directly impact Interstate 80 (I-80). A Traffic Impact Study (TIS) should be provided. The TIS should assess the impacts at the I-80/Rocklin Rd. and I-80/Sierra College Blvd. interchanges, and consider all possible traffic impacts to all ramps, ramp intersections, and the State Route 65/Interstate 80 main lines. The "Guide for Preparation of Traffic Impact Studies" can be found on our website at: <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/>. We would appreciate the opportunity to review the scope of the TIS before the Study begins.

12-2

- It is recommended to incorporate full cut off lighting for the parking lots, and consider moving large trees with tree spades for those trees that will be removed by the grading process. These large trees could be moved to areas that are not impacted by grading, and could potentially reduce the amount of visual impact created by site grading. This could be a cost effective method and mitigate project impacts because there is a large amount of plant material to be removed.

12-3

- All work proposed and performed within the State's highway right-of-way must be in accordance with Caltrans' standards.
- All work done within State right-of-way will require an encroachment permit. For permit assistance, please contact Bruce Capaul at (530) 741-4403.

"Caltrans improves mobility across California"

**Letter 12
cont'd**

Mr. David Mohlenbrok
Page 2 of 2
March 6, 2006

12-4

- California Environmental Quality Act (CEQA), Public Resources Code Sections 21081.4, 21081.6 and 21081.7, mandate that lead agencies under CEQA to provide the California Department of Transportation with information on transportation related mitigation monitoring measures for projects that are of statewide, regional, or area wide significance. The enclosed "Guidelines for Submitting Transportation Information from a Reporting or Monitoring Program to the Department of Transportation" (MM Submittal Guidelines) discuss the scope, purpose and legal requirements for mitigation monitoring reporting and submittal, specify the generic content for reports, and explain procedures for the timing, certification and submittal of the required reports.

This project has impacts that are of regional or area wide significance. This requires that the enclosed Mitigation Monitoring Certification Checklist form be completed and submitted to our office when the mitigation measures are approved, and again when they are completed.

If you have any questions, please contact Bob Justice at (916) 274-0616.

Sincerely,



MARLO TINNEY, Chief
Office of Transportation Planning – East

Enclosure

c: State Clearinghouse
David Melko, Placer County Transportation Planning Agency

"Caltrans improves mobility across California"



Guidelines for Submitting
Transportation Information from a
Reporting or Monitoring Program to
the California Department of
Transportation

for a
**Project of Statewide, Regional, or
Areawide Significance**

California Department of Transportation

July 9, 2004

California Department of Transportation (Department)

**GUIDELINES FOR SUBMITTING TRANSPORTATION
INFORMATION FROM A REPORTING OR MONITORING
PROGRAM TO THE CALIFORNIA DEPARTMENT OF
TRANSPORTATION (DEPARTMENT)**

INTRODUCTION The California Environmental Quality Act (CEQA) requires, under Public Resources Code (PRC) Section 21081.6, the adoption of reporting or monitoring programs when public agencies include environmental impact mitigation as a condition of project approval. Reporting or monitoring takes place after project approval to ensure implementation of the project in accordance with mitigation adopted during the CEQA review process.

Assembly Bill 1807 (effective January 1, 2001) amended the PRC in a number of ways. Section 21080.4 was amended to add a requirement that lead agencies submit Notices of Preparation (NOPs) to the Governor's Office of Planning and Research when they determine that an environmental impact report will be required to approve a project.

Section 21081.7 was amended with two additional provisions. The first provision required that transportation information resulting from a reporting or monitoring program adopted by a public agency in accordance with Section 21081.6 be submitted to the Department of Transportation (Department) when a project has impacts that are of statewide, regional, or area-wide significance. The second provision required that the Department adopt guidelines for the submittal of those reporting or monitoring programs.

PURPOSE The purpose of these guidelines is to establish clear and consistent statewide procedures to be used by both Department District Intergovernmental Review (IGR) Program Coordinators to identify the scope and timing of transportation information needed from lead agencies, and public agencies when submitting transportation information to the Department, in accordance with Section 21081.7.

Mitigation Reporting or Monitoring Submittal Guidelines
Page 2

- PROCEDURES**
- A. The District IGR Program Managers and/or Coordinators shall:
1. Prior to implementation of mitigation measures:
 - a. Notify the CEQA lead agency by letter during "early consultation," the Notice of Preparation (NOP) stage, or the Initial Study (IS) phase of the CEQA review process that the transportation information included in the reporting or monitoring program will need to be provided to the Department following project mitigation agreement.
 - b. Provide the name, address, and telephone number of the District IGR contact to the lead agency.
 - c. Provide, as an enclosure to the notification letter, a copy of these "Guidelines" and the Department's "CEQA Lead Agency Checklist/Certification" form. (Part 1 of the form, *Checklist*, is to be signed by the lead agency following project approval, and a copy submitted to the District along with the transportation reporting or monitoring information. Part 2 of the form, *Certification*, is to be signed by the lead agency and the District upon implementation of all agreed-upon mitigation measures.)
 2. Following implementation of mitigation measures as identified in Part 1, *Checklist*, of the CEQA Lead Agency Checklist/Certification form, and certification of implementation by the lead agency in Part 2, *Certification*:

Ensure sign off of Part 2, indicating that the mitigation measures have been implemented.

 - 1) If the project required encroachment onto a state highway, obtain the District Permit Engineer's signature in Part 2.
 - 2) If the project did not involve encroachment onto a state highway, the District IGR Coordinator shall sign Part 2.

Mitigation Reporting or Monitoring Submittal Guidelines
Page 3

- 3) The District IGR Coordinator shall: (a) Retain the original document; (b) forward a copy to the District Permit Engineer (if the Permit Engineer signed Part 2); (c) forward a copy to the Department's Headquarters IGR Program Manager; and, (d) send a copy to the lead agency.

B. The CEQA lead agency shall:

1. Following project approval:

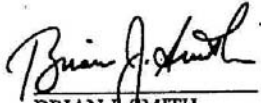
Submit the following information to the Department District IGR contact:

- 1) Name, address, and telephone number of the CEQA lead agency contact responsible for the mitigation reporting or monitoring program.
- 2) Location and custodian of the documents or other material, which constitute the record of proceedings upon which the lead agency's decision to approve the project is based.
- 3) Assurances that the Department can obtain copies of the aforementioned documents and materials, if needed, to clarify details or resolve issues related to the mitigation adopted.
- 4) Detailed information on impact assessment methods, the type of mitigation, specific location, and implementation schedule for each transportation impact mitigation measure included in the reporting or monitoring program.
- 5) A copy of the "CEQA Lead Agency Checklist/Certification" form, with Part 1, *Checklist*, signed and dated, and the reporting or monitoring program transportation information attached or enclosed. The CEQA lead agency, at its discretion, may submit the complete reporting or monitoring program with the required transportation information highlighted.

Mitigation Reporting or Monitoring Submittal Guidelines
Page 4

2. Following implementation of mitigation measures:
 - a. Sign and date Part 2, *Certification*, of the "CEQA Lead Agency Checklist/Certification" form.
 - b. Forward the "CEQA Lead Agency Checklist/Certification" form, with appropriate completion documents attached, to the District IGR contact, certifying that the mitigation measures agreed upon and identified in the reporting or monitoring program have been implemented, and that all other reporting requirements have been adhered to, in accordance with PRC Sections 21081.6 and 21081.7.

APPROVED:


BRIAN J. SMITH
Deputy Director
Planning and Modal Programs

8-2-04
Date


LARRY ORCUTT
Acting Deputy Director
Maintenance and Operations

7-9-04
Date