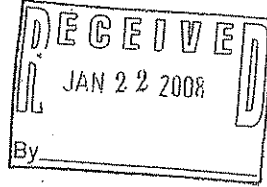


- 11-1** The improvement of Sierra College Boulevard I-80 interchange was planned and funded based on anticipated traffic growth in the region, including development of the project site as planned and zoned for many years for commercial uses. Once completed, this improvement of the Sierra College Boulevard interchange will add capacity to the ramp intersections, sufficient for not only project specific traffic, but for the traffic generated by other development in the vicinity, all contemplated in the City's and other jurisdiction's General Plans. The traffic generated by the Rocklin Crossings project was included in the regional traffic growth while designing these new improvements.



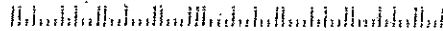
Ms Rosemary C Elston  
5155 Whitney Blvd  
Rocklin, CA 95677



Healthy Rocklin Coalition  
P.O. Box 865  
Rocklin, CA 95677

[www.HealthyRocklin.com](http://www.HealthyRocklin.com)

95677+0865 8001



As an area Rocklin resident, I support the Healthy Rocklin Coalition (HRC) in their efforts to preserve our community's unique character and encouraging smart growth by opposing the proposed Rocklin Crossings development. I believe Rocklin deserves better than a Wal-Mart Supercenter and therefore give HRC permission to use this card and information in advocacy materials. Please consider me a member of their coalition and include me on any future mailings regarding their efforts.

\*\*\* Please write your comments and concerns about the proposed project below. \*\*\*

My concern re: Rocklin Crossings / Walmart

1. Loss of revenue for small businesses in Rocklin / Doornick Ave
2. Market saturation by Walmart with 2 stores in Roseville
3. Impact on traffic, water, air quality, biological resources and aesthetics of landscape
4. Impact on school system - teacher relocation, loss of focus with expansion

- 12-1** The commenter's statements are noted. For a discussion of the project and small businesses in the Rocklin/Loomis area, please see Response to Comment 28-1. For a discussion of the market's ability to support the proposed project, please see Response to Comment 16-1. Furthermore, with respect to impacts associated with traffic, air quality, noise, aesthetics and water quality, the project would incorporate mitigation to reduce any impacts related to both construction and operational activities.

The traffic study has analyzed study intersections consistent with city standards and has proposed improvements to mitigate project impacts at locations where the project would significantly impact operating condition of the intersections and roadway segments. The proposed improvements would mitigate the project impacts to less-than-significant levels per City standards.

As discussed in the Master Response regarding Secret Ravine Creek and the technical memorandum on Secret Ravine Creek prepared by ECORP (Appendix A), the project would be required to incorporate mitigation measures that ensure that stormwater runoff during project construction and operation would not contribute to the degradation of the creek.

With respect to air quality, project emissions associated with both construction and operation were modeled in accordance with PCAPCD-recommended methods. While the project has the potential to result in significant PM<sub>10</sub> emissions for construction and ROG, NO<sub>x</sub>, PM<sub>10</sub> and CO for operations, the City has proposed Mitigation Measures 4.3-1 and 4.3-2 to reduce these impacts. Mitigation Measure 4.3-1 would reduce construction emission impacts to less than significant levels. While Mitigation Measure 4.3-2 would substantially reduce the level of operational emissions, the impact would remain significant and unavoidable because the mitigation would not reduce the emissions to below applicable thresholds and because of the existing non-attainment conditions of the project area for ozone and PM<sub>10</sub>. Such a significant and unavoidable air quality effect is very typical for large projects in most urban areas in California.

The Draft EIR also concluded that, with implementation of the identified mitigation measures, the majority of the project's biological resource impacts (including impacts to wetlands, native oak and heritage trees, valley elderberry longhorn beetle habitat, raptors and migratory birds, and Chinook salmon and steelhead trout habitat) would be reduced to less-than-significant levels. In addition, impacts to other biological resources (including special-status plant species, California re-legged frog habitat, western pond turtle habitat, and burrowing owl habitat) would be less than significant without mitigation. In the short-term, the project would result in significant and unavoidable impacts associated with the loss of oak trees. However, in the long-term, two oak trees would be planted within the City for every tree removed from the site, reducing the impact on oak trees to a less-than-significant level.

The aesthetics of landscape for the project will be addressed by the project's compliance with the City of Rocklin Municipal Code, which requires that all projects undergo design review (Municipal Code, Section 17.72.020). As part of the design review process, the project applicant is required to provide detailed information regarding the project's architectural design. A landscape plan, including the location, type, quantity and size of plant materials to be used, would also need to be approved (Municipal Code, Section 17.72.050).

As discussed under Impact 4.6-9, the project is not expected to result in an increased demand for public school facilities and services. The project applicant will, however, be required to pay school impact fees

which are mandated by the State. The California Legislature has declared that the payment of school impact fees is deemed to be full and adequate mitigation under CEQA (Government Code Section 65996).

For more detailed information regarding these issues, the commenter is referred to Chapter 5, Economic Impacts and Urban Decay Analysis; Section 4.2, Traffic and Circulation; Section 4.10, Hydrology and Water Quality; Section 4.3, Air Quality; Section 4.12, Biological Resources; Section 4.7, Aesthetics; Section 4.6, Utilities and Public Services; and Section 4.4, Noise of the Draft EIR. For water quality issues, the commenter is also referred to the Master Response on Water Quality.

January 22, 2008

Sherri Abbas  
Development Services Manager  
3970 Rocklin Road  
Rocklin, CA 95677

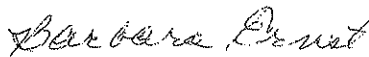
Dear Ms. Abbas,

As long time residents of the Loomis Basin we would like to communicate our distress at the proposal for a large-scale mall at Sierra College Blvd. and Interstate 80.

The extensive commercial developments in the areas along Interstate 80 and Highway 65 have already overwhelmed the traffic capabilities of those two highways. The planned Rocklin Crossings project will increase traffic congestion, have negative impact on an area that is largely residential and rural, and will severely damage the existence of many small business that have served this area for decades. In addition, Wal-Mart already has two large establishments within an area less than 7 miles from the proposed Rocklin Crossings location.

We would like to register our strong disapproval of this proposed project, and hope that a more modest development plan will be devised for the Sierra College Blvd. and Interstate 80 location.

Sincerely,



Richard & Barbara Ernst  
7930 Crystal Springs Road  
Loomis, CA 95650

*Richard  
Ernst  
1/22/08*

- 13-1** The Rocklin Crossings traffic study includes the analysis of freeway (highway) segments along I-80 and SR-65 for 2025 future conditions. This analysis shows that all the segments in the vicinity of the project will operate at acceptable level of service. The proposed land use and level of development is predominantly consistent with the City's long-time general plan and zoning designations for the property, which reflect its potential as a tax-generating commercial area due to its proximity to, and visibility from, Interstate 80. With the exception of 1.23 acres, the project is also consistent with the City's general plan and zoning designations for the project site. While currently not fully developed, the adjacent properties are predominantly designated Retail Commercial, with only the properties to the east of the project site designated for residential use. Regarding the potential impact on existing small businesses, please refer to the Response to Comment 28-1.

January 23<sup>rd</sup>, 2007

Sherri Abbas  
Development Services Manager  
3970 Rocklin Road  
Rocklin, CA 95677

Ms. Abbas,

I'm opposed to the Rocklin Crossings Wal-Mart project for a number of reasons, however one of the most alarming aspects of it is the incomplete and deceptive statistics regarding the impacts of the project on the local economy and urban decay.

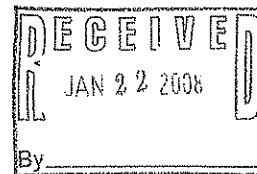
I'm upset that in section 5.2.4 the study says that a combined 693,400 square feet of retail space in the market area is at risk of closure due to the number of new retail projects – including Rocklin Crossings". That section goes on to say that the estimate is conservative because it doesn't take into account factors such as "prospective market corrections". Why not? Shouldn't those factors be evaluated and included in the study? Why is the section regarding the potential negative impacts using "conservative" estimates? 693,400 square feet of retail space at risk is the size of nearly 14 football fields, so at what point does the risk of adding too much retail become "significant and unavoidable"? Where does a "less than significant" "impact" finally get considered a "significant and unavoidable impact"? Does every existing retail store in town have to close down due to competition before the City of Rocklin will consider it an unavoidable impact?

Sincerely,

Rose Fierro  
*Rose Fierro*

5660 Ambassador W.  
Rocklin, CA 95677

*Rose Fierro*



- 14-1** Section 5.2.4 of the Draft EIR addresses the combined potential impacts of Rocklin Crossings and the five other planned retail projects in the primary market area and concluded that, **at worst**, 693,400 square feet of retail in Rocklin and Loomis may be at risk of closure. This figure is described in Section 5.2.4 as being “conservative” in the sense that it is a conservatively high estimate of the square footage that may be impacted. The writer of this comment misinterpreted the Draft EIR’s use of the word “conservative” as though it meant the opposite of what was intended. By not accounting for prospective market corrections, the analysis assumed a more severe competitive effect from the project than is likely to be realized in practical reality. If the analysis had anticipated and assumed such prospective market corrections, the resulting conclusions would have been less conservative with respect to the impacts on existing retailers. The City’s goal in the analysis was to avoid understating, and to err if at all by overstating, the competitive effects of the project.

The complete Economic Impact Analysis elaborates on several factors that could reduce the magnitude of the impacted square footage<sup>1</sup>. Offsetting factors such as prospective market corrections are not taken into consideration in order to provide the worst case scenario, as noted above. Prospective market corrections can include existing stores changing their product mix, increasing customer service, and in other ways responding to the new competition for retail dollars. Some of the planned retail projects may not be built, or construction may be delayed. In these cases, the impacts will be lessened and store closures will be less likely.

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<sup>1</sup> CBRE Consulting, Inc., “Draft Rocklin Crossings Economic Impact Analysis, Rocklin, California,” December 2006, p. 31. This report is included in the DEIR as Appendix B.



Sherri Abbas  
ATTN: David Mohlenbrok  
City of Rocklin  
3970 Rocklin Rd  
Rocklin, CA 95677

January 23, 2008

RE: Comments on Draft EIR -- ROCKLIN CROSSINGS PROJECT

Dear Mr. Mohlenbrok,

Please forgive the length of my correspondence and thank you in advance for taking the time to read the entire text. I am writing you today regarding the above mentioned development and am gravely concerned with the environmental impact and damage this project will cause to a very fragile ecosystem that has been here for years and years primarily Secret Ravine creek and its many neighboring wetlands. I am a property owner who lives on Dias Lane directly adjacent to the proposed development. Secret Ravine Creek runs through my property and is a federally protected salmon habitat. Over the past 3 years, we have seen a decline in the number and health of salmon in the creek. This creek sustains much of the natural wildlife around here including ducks, wild turkey, deer, salmon, beavers, endangered native frogs, coyotes, fox, many wild birds, my golden retriever, and occasionally one of my three small boys (who play in it often). Before that, Native Indian Tribes had camps all along the creek as evidenced by the numerous Indian grinding rocks on my property near the creek and also on the site of the proposed development (which I recently watched developer construction equipment cover the exposed Native Indian grinding rocks over with dirt).

Run-off and pollution continue to be more and more of a problem for America's creeks, small streams and wetlands. Developments like the one proposed above backed with millions of dollars seemingly bribe their projects (grant deeding land to city or Cal-trans au gratis?) through the approval process ignoring public comment and outcry causing damage to the environment with their reckless disregard for the impact on the quality of life for us adjoining property owners to the development and its animal inhabitants and wetlands.

The major change to the general landscape caused by the development above will dramatically and permanently increase storm water runoff and pollution issues both on our property and federally protected Secret Ravine. We are in a flood zone and secret ravine has broken over its banks many times. In fact, our home has sustained flood damage in a prior flood. How will this project not contribute to increased flooding of my home and my neighbor's homes? When it floods, there is risk of sewage leaks from all the leech fields around here supporting residents septic systems.

This project will pollute and overstress our already weak water system. I have serious questions I need someone to answer. How much water supply will this project consume? How can it not affect my well water supply both in quantity and quality of the water table? How can it not affect federally protected secret ravine creek's water level and its clarity, quality, and ability to sustain life? Our rural property, both mine and my neighbors rely on wells for our water supply.

These wells draw from the under ground water tables and the water level in secret ravine creek is directly related. The water level in Secret Ravine has been down lately. Recently our well has run dry and been completely drawn down more than a few times. This never happened even just 3 years ago. As you may or may not know, our Sierra Mountains Snow pack level is the lowest since 1990. This is very bad news to our water problems here.

This project is the wrong choice for use of this land. This project severely and quite negatively impacts my family and my neighbors' quality of life. We will have to deal with increased noise pollution, air pollution, light pollution, water pollution, loss of wildlife and further death to our majestic old oak trees. The 75-150 yr old trees are on the decline and being choked out by development and the effects on air and water quality it brings.

Specifically, I take big issue with the following sections of the report.

#1. The toxic air pollution released during the 24/7 day to day operations of this project will cause grave harm to the oak trees on my property and affect the air quality my children and family inhale when we play outside. The frequent delivery trucks needed to service this project as well as the thousands of cars frequenting the establishments will release air pollution that is not acceptable due to this proposed project's vicinity to neighboring rural residential lots, myself and other residents of Dias Lane included. I worry that my children will develop asthma and be exposed unnecessarily to extra carcinogens as a result of this project. Why should my family be exposed to this health hazard when there are other options ?

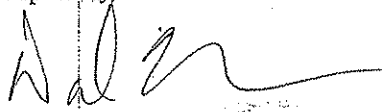
#2. The light pollution and visual degradation caused by the massive buildings being planned in this project are unacceptable and will forever permanently alter the view from my yard as I stare at the ugly back of this giant box store buildings. Also, my children and I are fond of stargazing with our family telescope into the night sky which will be altered by the planned 24/7 operation of Walmart. This light pollution and change to my scenic vista will negatively impact the quality of life for my family. 24/7 Operation is a bad idea in a residential rural neighborhood.

#3. As outlined above, Secret Ravine creek is a protected federal fish habitat and has already suffered many effects of development on its banks such a runoff pollution. Every year, there seem to be less and less fish and the water level has gone down as well due to the water needs of local development and strain on the water tables. The proposed detention basin will not solve the problem of chemical pollutant runoff and chemicals, solvents, and petroleum waste will likely still find its way into the water tables where my family and neighbors draw our drinking water from. Why should we suffer this health hazard when there are better property locations and other options not bordering a rare jewel of a natural waterway known as Secret Ravine Creek which is federally protected and which will be negatively and permanently affected by this project ??

#4. This project causes loss of wildlife and naturally occurring wetlands that are home to many species of animals such as frogs and turtles. This vacant oak filled land has long been a buffer between the town of Loomis and the city of Rocklin as well as a barrier of wildlife between our wooded property and the I-80 freeway. This project destroys that buffer and has too many significant and unavoidable impacts that make this site the wrong choice.

In summary, it is not right for Rocklin to allow this behemoth project to dump on us property owners who reside next door to this ill fitting project. This project does not fit in with the rural character of the neighborhood. We have always believed in a good neighbor policy and this project and the city of Rocklin approving it, is an example of a terrible neighbor. My children, property and native oaks will all suffer irreparable harm as a result of this project. It is better suited to another area of which is not flanked by so much rural housing like the commercial corridor or industrial area like along Granite Drive. For that reason, I am asking the city to choose the NO PROJECT alternative or one of the three alternative sites within the city of Rocklin that are not bordered by RURAL single family residences. This project is TOO CLOSE to the rural farmland and acreage lots that are part of the town of Loomis on the east side of Dias Lane. This project severely and negatively affects our quality of life not to mention our property values. Please vote NO.

Respectfully,

A handwritten signature in black ink, appearing to read 'Daniel K. Foster', with a long horizontal flourish extending to the right.

Daniel K. Foster  
660-0428  
Loomis, CA

- 15-1** The commenter raises concerns regarding the project's effects on wildlife, cultural resources, and the water quality of Secret Ravine Creek. These comments are noted. While the implementation of the proposed project would result in the removal of common plant and wildlife species, these effects would not substantially reduce the habitat of any common species, cause a species to drop below self-sustaining levels, or threaten to eliminate a plant or animal community. Annual grassland is considered a common community both locally and regionally. Moreover, mobile wildlife currently using the project site, such as those species mentioned by the commenter, could potentially move into adjacent rural residential and undeveloped areas. Therefore, the project's impact on common plant and wildlife species is considered less than significant.

With respect to cultural resources, there is a potential for impacts to previously undiscovered and undocumented cultural resources and the potential to uncover Native American human remains and these impacts will be mitigated to less than significant levels with implementation of Mitigation Measures 4.13-2 and 4.13-3. While prehistoric bedrock mortar sites (grinding rock areas) were identified within the project area, none of the prehistoric resources located within the project site (inclusive of the detention basin area) was determined to be eligible for listing on the CRHR (or the National Register of Historical Places) and none of them was considered to be a unique archaeological resource (as defined in Public Resources Code, Section 21083.2) due to a lack of association with historically significant persons or events, a lack of historical integrity, and/or a lack of data potential. Consequently, these sites are not considered historic resources per CEQA and, thus, not analyzed in the EIR.

For a discussion of the current status of special-status fish in Secret Ravine Creek and the project's effect on Central Valley steelhead and Chinook salmon and their habitat and water quality in Secret Ravine Creek, see Master Response regarding Secret Ravine Creek and the technical memorandum on Secret Ravine Creek prepared by ECORP (Appendix A). For more detailed information regarding these issues, the commenter is referred to Section 4.12, Biological Resources; Section 4.13, Cultural Resources; and Section 4.10, Hydrology and Water Quality of the Draft EIR. For water quality issues, the commenter is also referred to the Master Response on Water Quality.

- 15-2** As stated on page 4.10-11 of the Draft EIR, implementation of the proposed project would create additional impervious surfaces (e.g., buildings, sidewalks, paved parking areas) on the project site. The additional runoff caused by the increase in impervious surfaces would lead to an increase in localized stormwater runoff. If not properly accommodated on the project site, increased stormwater runoff could result in localized flooding on the site and adjacent lands.

A preliminary drainage report for the project was prepared in accordance with Placer County Flood Control and Water Conservation District's Stormwater Management Manual methodology. The purpose of the preliminary drainage report was to determine how peak stormwater flows would be managed on the project site. The report evaluated the combined stormwater generation effects of the proposed project and the proposed Rocklin 60 residential development located directly adjacent and to the east. The two proposed projects were evaluated together in order to determine the cumulative stormwater impacts if both projects were constructed, because the current proposal is for both projects to share the same detention basin to capture peak stormwater flows.

The preliminary drainage report identified the installation of a detention basin that would be used by both projects. The detention basin would be located on a 5.6-acre area within the boundaries of the proposed

Rocklin 60 residential development and directly adjacent to the southeast corner of the proposed project (see Exhibit 3-3 on page 3-9 of the Draft EIR). Despite being located on the adjacent property, the basin is a part of the Rocklin Crossings project, as it will receive stormwater flows from the project site. The landowner has an existing agreement with the Rocklin 60 property owner for the joint use of the detention basin.

The stormwater from the project is not likely to contribute to streambank erosion or the hydromodification of Secret Ravine Creek. As discussed in the Master Response addressing the current state of Secret Ravine Creek and the project’s potential impacts to that waterway, stormwater runoff for the project would be routed to Secret Ravine Creek via a detention basin (please also see the technical memorandum on Secret Ravine Creek prepared by ECORP [Appendix A]). The detention basin is designed to keep post-project discharge levels at, or below, pre-project discharge levels. Rainfall-runoff modeling of the project watersheds indicates the detention basin has been sized to attenuate post-project flows from the two-year through the 500-year events below pre-project flow levels. Additionally, the detention basin has 4.02 feet of free-board above the 500-year event. This translates into extra storage within the detention basin and provides added protection against releasing high flows into Secret Ravine.

The preliminary drainage report identified the detention volume and outlet configuration required to attenuate the post-project peak flows to pre-project levels. With construction of the detention basin, the mitigated 10-year and 100-year flows decrease under post-project conditions to 113 cfs and 201 cfs, respectively. This would be 8 cfs less than the 10-year pre-project flows and 32 cfs less than the 100-year pre-project flows assuming construction of both the proposed project and the Rocklin 60 project. If the Rocklin 60 project is not constructed, the post-project flows from the project site would be less than projected for both projects.

Because the proposed project includes a stormwater runoff collection and detention system pursuant to the guidelines set forth in the Stormwater Management Manual that would be sufficient to reduce the post-project peak flows to below pre-project levels with or without the Rocklin 60 project, the project would not be expected to substantially alter the course of a stream or river (“hydromodification”), or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems.

Hydromodification can be caused by streambank erosion, which can weaken the streambanks, making them more susceptible to failure during flood events. Secret Ravine, however, is moderately entrenched, alluvial channel with a significant amount of bedrock influence. The presence of bedrock throughout Secret Ravine adds structural control to the channel morphology and helps to protect against hydromodification. Bedrock provides channel stability which in-turn helps prevent against channel degradation.

Data collected in November 2007 indicate Secret Ravine Creek has a width/depth ratio of 15.27, an entrenchment ratio of 1.67, a channel slope of 0.003, and a  $d_{50}$  of 3.29 mm, all of which are within the allowable range. Table 2-3 below lists the channel stability ranges for Secret Ravine Creek on the project site.

<b>Table 2-3 Channel Stability Ranges for Secret Ravine Creek</b>				
	<b>Entrenchment Ratio</b>	<b>Width/Depth Ratio</b>	<b>Sinuosity</b>	<b>Slope</b>
<b>Allowable Range</b>	1.4 – 2.2	> 12	≥ 1.2	< 0.02
<b>Secret Ravine Creek</b>	1.67	15.27	1.2	0.003

These data indicate that Secret Ravine Creek has a low potential for streambank erosion (Rosgen 1994) and therefore low contributions to sediment deposition due to mass wasting.

The presence of a double-wide box culvert at the Sierra College Boulevard crossing also provides protection against channel degradation on Secret Ravine Creek. The box culvert is a grade control structure located at the downstream extent of the project site. Grade control structures provide protection against channel erosion by “fixing” the channel slope with a hard, or essentially, non-erosive material.

While, given the right circumstances, a rainfall event of the right intensity and duration could overwhelm any watershed, natural or altered, the extra storage within the detention basin ensures the project is designed to accommodate flows up to the 500-year flood event. Thus, the project is unlikely to contribute to increased flooding and has been designed to avoid any such contribution.

- 15-3** The water supply for the proposed project would be provided from the Foothill Water Treatment Plant and the project’s estimated maximum daily water treatment demands would not exceed the plant’s permitted capacity. The project’s estimated water demand is 230,000 gallons per day. The proposed project would not withdraw water from Secret Ravine or from the local groundwater supplies. Therefore, water usage at the site would not be expected to affect water levels in Secret Ravine Creek or within local groundwater wells.

As stated in Section 4.10, Hydrology and Water Quality, of the Draft EIR, implementation of the proposed project could cause short-term water quality degradation associated with construction activities. In addition, the conversion of the site from vacant to commercial uses would introduce new stormwater pollutant sources. These pollutants could adversely affect the site’s stormwater discharges.

In order to ensure that stormwater discharges are not degraded by site construction and facility operations, detailed water quality mitigation measures have been included in the Draft EIR. Uncontrolled soil erosion generated during project construction could indirectly affect fish habitat by degrading the water quality within Secret Ravine Creek. Urban pollutants generated from the site during ongoing operations could also potentially degrade water quality, if not properly controlled and treated.

As discussed in the Master Response on Water Quality, the project’s runoff, erosion and subsequent sedimentation issues, however, would be minimized or eliminated, through implementation of Mitigation Measures 4.10-2 and 4.10-3, which have been improved upon in order to further allay concerns about potential effects on fish.

With implementation of Mitigation Measures 4.10-2 and 4.10-3, the water entering Secret Ravine Creek would meet existing water quality criteria from the project area, and the project’s potential impacts on Central Valley steelhead and designated Critical Habitat, and on Central Valley fall/late fall-run Chinook salmon, as well as benthic macroinvertebrates, would be reduced to a less than significant level.

For a discussion of the current status of special-status fish in Secret Ravine Creek and the project’s effect on Central Valley steelhead, Chinook salmon and their habitat and water quality in Secret Ravine Creek, see Master Response regarding Special-Status Fish and Secret Ravine Creek and the technical memorandum on Secret Ravine Creek prepared by ECORP (Appendix A). For a discussion of the project’s stormwater runoff and mitigation to prevent water quality degradation, see the Master Response on Water Quality.

- 15-4** The commenter identifies adverse impacts associated with implementation of the proposed project. These comments are noted. With respect to noise, as noted in Impact 4.4-1, construction would only generate temporary increases in ambient noise levels, and would be limited to daytime hours. Thus, such impact is considered less than significant. As noted in Impact 4.4-2, blasting activities could also occur in conjunction with project construction. As required by Mitigation Measure 4.4-2b, blasting activities

would also be limited to daytime hours. As a result of these conditions, and with the proposed mitigation included for brief blasting activities, noise impacts associated with construction are not considered significant. As discussed under Impact 4.4-3, the proposed project would not result in traffic noise level increases exceeding 3 dBA. Thus, such noise increase is not considered perceptible to humans, and is considered less than significant. Truck delivery noise, as well as other stationary- or area-source noise levels, would be mitigated with implementation of Mitigation Measure 4.4-4. After mitigation the project would operate in a manner so as not to violate the City and State applicable noise standards.

To address impacts due to light and glare, the project would implement Mitigation Measure 4.7-4, which includes the development and approval of a lighting plan to ensure project lighting does not cause any nuisance to adjoining streets or properties.

As discussed in the Master Response regarding Secret Ravine Creek and the technical memorandum on Secret Ravine Creek prepared by ECORP (Appendix A), the project would incorporate mitigation measures that would ensure that stormwater runoff during project construction and operation would not contribute to the degradation of the creek.

With respect to air quality, project emissions associated with both construction and operation were modeled in accordance with PCAPCD-recommended methods. While the project has the potential to result in significant PM<sub>10</sub> emissions for construction and ROG, NO<sub>x</sub>, PM<sub>10</sub> and CO for operations, the project would implement Mitigation Measures 4.3-1 and 4.3-2 to reduce these impacts. Mitigation Measure 4.3-1 would reduce construction emission impacts to less than significant levels. While Mitigation Measure 4.3-2 would substantially reduce the level of operational emissions, the impact would remain significant and unavoidable because the mitigation would not reduce the emissions to below applicable thresholds and because of the existing non-attainment conditions of the project area for ozone and PM<sub>10</sub>. Such a significant unavoidable air quality effect is very typically for large projects in most urban areas in California.

The Draft EIR also concluded that with implementation of the identified mitigation measures, the majority of the project's biological resource impacts (including impacts to wetlands, native oak and heritage trees, valley elderberry longhorn beetle habitat, raptors and migratory birds, and Chinook salmon and steelhead trout habitat) would be reduced to less-than-significant levels. In addition, impacts to other biological resources (including special-status plant species, California re-legged frog habitat, western pond turtle habitat, and burrowing owl habitat) would be less than significant without mitigation. In the short-term, the project would result in significant and unavoidable impacts associated with the loss of oak trees. However, in the long-term, the trees removed with site development would be replaced at a minimum of a 2:1 ratio and/or the project applicant would be required to contribute to the City of Rocklin's Oak Tree Preservation Fund, consistent with the City's Oak Tree Preservation Ordinance. The commenter is referred to Response to Comment 9-4 for more information regarding the City's Oak Tree Preservation Ordinance and its applicability to the proposed project.

- 15-5** A Health Risk Assessment was prepared to determine the exposure levels for the future residents within the proposed Rocklin 60 residential development due to their direct proximity to the project site. The results of the Health Risk Assessment (included as Appendix C to this Final EIR) are directly applicable to existing residents on Dias Lane. Based on the modeling results included in the Health Risk Assessment, the highest lifetime cancer risk for an individual residence within the proposed Rocklin 60 residential development was identified as 5.1 in a million. This residence would be located directly adjacent to the Rocklin Crossings project boundary, assuming the Rocklin 60 project is developed.

The further residences are away from the project site, generally the lower the estimated cancer risk. For the majority of the potential future residences within the Rocklin 60 development, the cancer risk level was identified as 1 in a million or less. These estimated cancer risk levels are conservatively based on a

hypothetical individual exposed to carcinogenic emissions from the project site continuously, 24 hours per day, 365 days per year for a 70-year lifetime, which is very unlikely to occur in reality.

Based on the distance of existing residences on Dias Lane from the project site, the lifetime cancer risk associated with operation of the proposed project for the existing residences would be 1 in a million or less. This level would not exceed the Placer County Air Pollution Control District cancer risk significance level of 10 in a million. Therefore, existing residences would not be exposed to excessive health risks with project implementation.

Notably, the ozone precursor emissions from the project (see Draft EIR, pages 4.3.20 through 4.3-21) would contribute to regional pollution levels rather than localized pollutant concentrations. Because the project's contribution to these regional pollutant levels, though cumulatively considerable, is in fact extremely small, the project would not result in any measurable increase in ozone levels on the commenter's property.

- 15-6** The commenter raises concerns regarding the project's visual impacts including increased light pollution. These comments are noted. While the project would result in changes to the visual character of the site, Mitigation Measure 4.7-3 would be implemented and the project applicant would be required to comply with the City of Rocklin Municipal Code, which requires that all projects undergo design review to ensure that development of the site is of high quality and does not create visual incompatibilities (Municipal Code, Section 17.72.020). In addition the landscape plan includes planting trees on the site's eastern perimeter that are capable of growing a sufficient height above the project's proposed sound wall to effectively screen and filter views of the project's buildings. The project would also implement Mitigation Measure 4.7-4, which addresses impacts due to light and glare, and includes the development and approval of a lighting plan to ensure project lighting does not cause any nuisance to adjoining streets or properties.

For more information regarding the visual impacts of the proposed project, the commenter is referred to Section 4.7, Aesthetics, of the Draft EIR.

- 15-7** For a discussion of the current status of special-status fish in Secret Ravine Creek and the project's effect on Central Valley steelhead and Chinook salmon and their habitat and water quality in Secret Ravine Creek, see Master Response regarding Secret Ravine Creek and the technical memorandum on Secret Ravine Creek prepared by ECORP (Appendix A). Also see Response to Comment 15-3.

The commenter expresses concern regarding what he perceives to be a decrease in water level in Secret Ravine Creek. Water levels in Secret Ravine are governed by the universal water balance equation [Inputs = Outputs +/-  $\Delta$ Storage]. Secret Ravine inputs are derived from direct precipitation, groundwater, and any diversions. Outputs are channel discharge (flow) at any given time, drainage to deep groundwater, and any diversions. Storage is the amount of water held, albeit temporarily, within the watershed. Decreasing water levels in the creek could be attributed to the presence of beaver dams and/or unauthorized withdrawals of water from the creek. Beaver dams along Secret Ravine may cause local water levels to rise or fall, depending upon the dam location. Water levels immediately downstream of a beaver dam may be lower, while upstream water levels will rise in relation to the height of the dam. In addition, a three inch (3) PVC pipe was observed along the right bank (west bank) of Secret Ravine at the northern end of the project site. It is unknown who owns the pipe and if there is a valid water right associated with the pipe. Any withdrawals from this pipe have the capacity to lower water levels within Secret Ravine.

Since the Rocklin Crossings project does not propose to remove any water from the watershed, however, any decrease in water levels within Secret Ravine cannot be attributed to this project.

The commenter also expresses concern regarding the project's affect on groundwater quality and drinking water. Secret Ravine is an alluvial channel that integrates surface and groundwater flow. When



groundwater levels are high, groundwater contributes to the flow in Secret Ravine. When groundwater levels are low, Secret Ravine contributes to groundwater. It is during these times of lower groundwater levels that project water could have the potential to enter the water table and affect groundwater quality. Regional groundwater gradient in the area is to the southwest. Groundwater elevations in the area vary significantly due to the nature of the underlying bedrock (Wallace-Kuhl & Associates 2005). Depth to groundwater may vary from 10 to 200 feet. Therefore, at times, it may be possible for stormwater that has drained into Secret Ravine Creek to enter the water table and affect groundwater quality.

It is unlikely, however, that the project's stormwater discharge would have any effect on groundwater quality. As discussed in Response to Comment 15-3 and the Master Response regarding Secret Ravine Creek, the project would implement BMPs to minimize sedimentation and release of products used during construction and site operations. The three hydrodynamic separators (CDS) and roadway catchbasin filters would serve to remove most floating material and settleable material from stormwater runoff generated within the project site prior to discharge into the proposed detention basin. While the catchbasin filters and CDS units would function as the primary treatment BMPs, the detention basin would serve to further reduce pollutants in stormwater through infiltration, biological uptake, and settling. The detention basin has been designed to function as a water quality basin in accordance with Guidance Document for Volume and Flow-based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection published by PRSCG (May 2005), and would serve to provide the preferred "treatment train" system. Upon discharge from the detention basin, the stormwater would flow through an existing grassy swale for approximately 300 feet before entering Secret Ravine Creek. This grassy swale functions as a stormwater conveyance feature, and while it may serve a water quality benefit, may not meet accepted design criteria, and has, therefore, been excluded from the evaluation of water quality measures for the site. Storm water infiltrated into the ground within the basin would contain only trace pollutants. These pollutants would be bound within the soil layer at the surface and would not infiltrate into the groundwater below.

The project's proposed stormwater management system, including CDS units, catchbasin filters, and a detention basin, would serve to mitigate for downstream impacts related to flow modification, and to minimize the discharge of pollutants from the project site, ensuring that the estimated pollutant concentrations (for evaluated pollutants) would comply with existing water quality criteria.

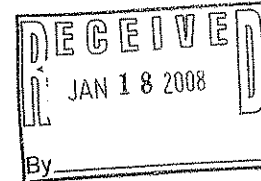
- 15-8** The commenter identifies adverse biological resource impacts associated with implementation of the proposed project. These comments are noted. While the implementation of the proposed project would result in the removal of common plant and wildlife species, these effects would not substantially reduce the habitat of any common species, cause a species to drop below self-sustaining levels, or threaten to eliminate a plant or animal community. Annual grassland is considered a common community both locally and regionally. Moreover, mobile wildlife currently using the project site, such as those species mentioned by the commenter, could potentially move into adjacent rural residential and undeveloped areas. Therefore, the project's impact on common plant and wildlife species is considered less than significant.

With respect to wetlands, the project applicant would be required to compensate for the acreage of wetlands filled with project implementation in order to ensure no net loss of wetland resources. The project applicant proposes to compensate for wetland removal through the purchase of appropriate wetland credits (i.e., 0.426 acre of seasonal wetlands) from an agency-approved mitigation bank or through a contribution to an In-lieu Fee Fund. By replacing the wetland resources removed with site development, the proposed project would be consistent with the City's wetland protection policies, and the impact to wetlands would be less than significant. For more information regarding the biological resource impacts of the proposed project, the commenter is referred to Section 4.12, Biological Resources, of the Draft EIR.

**15-9** The commenter summarizes the reasons why he believes the proposed project should not be approved. These objections to the proposed project are noted. The commenter also encourages the adoption of the No Project alternative or one of the alternatives not bordered by rural residences. At the time of action on the project, the feasibility of the alternatives presented in the EIR will ultimately be determined by the lead agency's decision-making body, here the Rocklin City Council. (See Pub. Resources Code, Section 21081(a)(3).) The determination of the feasibility of an alternative may be made based on a "reasonable balancing of the relevant economic, environmental, social, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 714-716 (court upholds findings rejecting alternatives for not fully satisfying project objectives).) Notably, the project site has been planned and zoned for commercial uses for many years, so the proposal to develop the site consistent with past planning and zoning decisions is not unexpected.

1/16/08

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



Dear Mr. Mohlenbrok,

I just received an informational leaflet from the Healthy Rocklin Coalition. I was unaware that Wal-Mart was trying to re-establish itself in Rocklin. I am totally opposed to this idea for several reasons. The first and foremost reason for Rocklin to say no is that we will be losing more than just a few stores in the Rocklin/Loomis area. As you know, Kmart has been struggling to survive on Pacific Street for awhile now and it will absolutely finish them off. Safeway on Granite Drive could be another casualty. As a mother of two school aged children, I have served on several fund raising committees and have found both Kmart and Safeway to be much more concerned donors/community partners than Wal-mart has been or ever will be. Wal-mart doesn't seem to care as much about this community --- which we saw in a direct and abrupt way when they pulled out of Rocklin in 2002. They not only left a void on Five Star Boulevard when they pulled out, but if allowed to come in again may wind up forcing a bigger void on Pacific Street and who knows where else. I am sure that we will lose many other family owned businesses, in addition to those that may have been contemplating opening up shop in Rocklin, but who now won't be able to compete with Wal-mart.

I haven't even touched on the traffic or environmental impact. Two other big reasons to please say no. When we moved here 8 1/2 years ago we really liked the small town atmosphere and the good reputation Rocklin had for being low on crime and high on education. I think we still have two of those attributes, but this will drive the last nail in the coffin on the third. I live in the Johnson/Springview area and like the slower pace on this side of town and have been looking forward to a revitalized downtown area near the train station and the renovated St. Mary's church. Unfortunately if Wal-mart comes in I fear that will change. I think our traffic will pick up and negatively impact this side of Rocklin, as well as potentially scare away businesses and shoppers from coming to a revitalized downtown project. I can't understand why Wal-mart feels the need to locate here when just a 5 minute freeway drive away is another Super Wal-mart. Isn't that a little overkill/greedy on their part?

According to the DEIR study which the Healthy Rocklin Coalition quoted, Wal-mart will need up to a maximum daily demand of 230,000 gallons of water. That is outrageous! We are sitting next to a farming community. How will this impact them? Will we be displacing farmers and growers too?

I know that Wal-mart will reap huge revenues for the City of Rocklin, but truly at what cost? What will we be reaping in return? Continued loss of tenancy at local store fronts, loss of small businesses (some of which may force family owned shops to leave town), farmers, growers, water resources, traffic congestion and our small town atmosphere, just to name a few. I know this is a tough decision concerning the fiscal fitness of our community, but I think there are better options than bringing in a Super Wal-mart. Don't You?

Sincerely,

Heather Franklin

A handwritten signature in cursive script that reads "Heather Franklin".

- 16-1** This comment states that it is likely that the Safeway and K-Mart stores in Rocklin will close due to impacts from Rocklin Crossings. The retail sales leakage analysis shows, however, that there is enough demand from the primary market area to support all the new food store sales likely to occur at the Supercenter planned for Rocklin Crossings. This conclusion is largely due to the fact that there have been two recent grocery store closures in Rocklin, an Albertson's and a Food Source store. Because of these closures, which have reduced competition in Safeway's market area, the Safeway store is not at risk for closure, even with the addition of project retail space.

K-Mart sells goods in the general merchandise category. The retail sales leakage analysis shows that there is currently more than enough leakage in the general merchandise category to accommodate new general merchandise sales at the Supercenter planned at Rocklin Crossings. It is estimated that there will be \$30.9 million in general merchandise sales at Rocklin Crossings in 2009. The amount is significantly less than the general merchandise sales leakage projected for 2009. Specifically, the amount of general merchandise leakage from the primary market area (\$120.8 million in 2009) is almost four times the amount of sales projected for Rocklin Crossings. The substantial leakage in this category led CBRE Consulting, which has prepared the project's urban decay study, to conclude that there are unlikely to be significant diverted sales impacts on primary market area general merchandise retailers.

Although K-Mart's sales are categorized by the Board of Equalization as being general merchandise, the store also sells many products that are considered home furnishings. The leakage analysis shows that the home furnishings and appliances category will likely have sales impacts. It is possible that K-Mart could be affected by those impacts. In addition, the K-Mart's parent corporation has been struggling overall and could decide to close the local store. CBRE Consulting believes that even if a store such as K-Mart closed, that the space would very likely be retenant. A good example of such retenanting in this market is the Wal-Mart store located in Five Star Plaza. When the Wal-Mart moved to a new location, the 153,000-square-foot space was divided into three spaces and retenant by furniture stores.

- 16-2** The traffic study has analyzed the effects of additional traffic produced by the Rocklin Crossings project on existing roadway infrastructure in the immediate vicinity of the project as well as at the regional level. This analysis shows that the project impacts can be mitigated to less-than-significant levels in the short term and long term (2025).

With respect to the project's effect on the revitalization of downtown, the character and tenant mix of Rocklin Crossings compared to the proposed character and mix of uses for downtown Rocklin suggest that the two are not likely to compete with each other. According to the "Draft Downtown Rocklin Plan, Regulating Code," dated February 10, 2006, the Plan's vision describes the downtown as "...an authentic walking village, where tree-lined streets and vibrant storefronts provide comfortable, safe environments for residents and visitors to stroll and enjoy the community's small town charm." It also envisions public gathering places, including a public square, a weekly farmers market, and musical events at the Big Gun Quarry Amphitheater. Restaurants, cafes, and small businesses characterize the expected tenant mix of the Downtown Plan. In contrast, Rocklin Crossings is planned to be a big-box anchored shopping center (2/3 of the square footage will be devoted to the two anchor tenants) focused on general merchandise, home furnishings and appliances, building materials, and other retail. Therefore, the types of specialty stores and businesses envisioned for the downtown area are not likely to compete directly with the stores at Rocklin Crossings.

- 16-3** Regarding water demand and supply, please see Response to Comment 15-3. The project does not currently include any farming operations and would not displace farmers or growers with its implementation. The proposed land use and level of development is predominantly consistent with the City's long-time general plan and zoning designations for the property (with the exception of 1.23 acres), which reflect its potential as a tax-generating commercial area due to its proximity to, and visibility from, Interstate 80. With the exception of 1.23 acres, the project is also consistent with the City's general plan and zoning designations for the project site. While currently not fully developed, the adjacent properties are predominantly designated Retail Commercial, with only the properties to the east of the project site designated for residential use. For more information on the project's agricultural impacts, the commenter is referred to Section 4.11, Agriculture, of the Draft EIR.
- 16-4** The concerns raised by the commenter regarding the project's impacts are noted. Please see Response to Comment 15-3 for a discussion of the project's effects on water supply and Response to Comment 16-1 for a discussion of the project's effects on existing businesses within the City. With respect to the project's effect on traffic, the traffic study has analyzed study intersections consistent with city standards and has proposed improvements to mitigate project impacts at locations where the project significantly impacts operating condition of the intersections and roadway segments. The proposed improvements would mitigate the project impacts to less-than-significant levels per City standards. For a detailed discussion of traffic impacts, the commenter is referred to Section 4.2, Traffic and Circulation, of the Draft EIR.

January 23<sup>rd</sup>, 2008

Sherri Abbas  
Development Services Manager  
3970 Rocklin Road  
Rocklin, CA 95677

Ms. Abbas,

I commute up and down Highway I-80 and it upsets me that the upgrades to the on and off ramps for Sierra College Boulevard are essentially going to serve a major new traffic influx for retail rather than to make Rocklinians commutes easier.

The city should be using new infrastructure to solve traffic problems instead fo taking advantage and building more big box stores that we don't really need.

Sincerely,

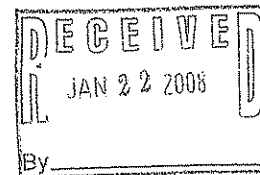
*Roberta M. GARMAN*

*We don't need ano ther  
WALMART!!*

*7265 DAMBACHER DR*

*Granite Bay, CA 95627*

*Roberta M. Garman*



- 17-1** The improvement of Sierra College Boulevard I-80 interchange was planned and funded based on anticipated traffic growth in the region, including development of the project site as planned and zoned for many years for commercial uses. Once completed, this improvement of the Sierra College Boulevard interchange will add capacity to the ramp intersections, sufficient for not only project specific traffic, but for the traffic generated by other development in the vicinity, all contemplated in the City's and other jurisdiction's General Plans. The traffic generated by the Rocklin Crossings project was included in the regional traffic growth while designing these new improvements. Please also see Response to Comment 11-1.

**David Mohlenbrok**

**From:** Bonita Gurzell [bgurzell@hotmail.com]  
**Sent:** Saturday, January 05, 2008 2:42 PM  
**To:** David Mohlenbrok  
**Subject:** Wal\*Mart Shopping Center...

Mr. Mohlenbrok,

Well, here we go AGAIN! Clover Valley was dragged out for years, causing the final cost of construction to sky rocket from what it would have been, all because of a small handful of NIMBY NUTS. Now, a very desirable home location will cost an arm and a leg.

As for Wal\*Mart, they get attacked no matter where they want to locate. And, after many many years of delayed construction, once the store is opened for business, the parking lot is full with grateful shoppers.

What angers me the most about NIMBY's is that they always have little foundation for their complaints, other than that they want to protect their immediate scenic views and open spaces they knew, IF they read the public reports, could be developed. They should be grateful that they had the 10 years, as a Mr. A. Smith of 1547 Aspire Ave. writes in the 'Healthy Rocklin Coalition' newsletter. But no, they must NOW FABRICATE all manner of LIES to put the fear in Rocklin residents that Chinook Salmon, wetlands, native oaks, elderberry beetles, raptors and migratory birds will all be 'killed'. They will seek out environmentalists, lawyers, activists and search for every possible stumbling block they can to delay the inevitable. As with Clover Valley, these same NIMBY's should instead buy the land they wish to protect! I also fault our courts, city's, and laws for making it so expensive for private landowners to build the very things that a robust economy needs and that the majority of citizens desire. Rocklin is not a Roseville by any stretch of the imagination when measured by commercialism. But we need more than a residential real estate tax base. Wal\*Mart will give this city the tax revenues that will be needed, especially in a declining housing market, to maintain the parks, streets, sewers and infrastructure that all Rocklin citizens, including the NIMBY's find so appealing.

So, my vote is for the City of Rocklin to do all in its power to smooth the approval and construction of this new Wal\*Mart.

Thank you,

Jerry & Bonnie Gurzell  
(916)435-5258  
2325 Pioneer Way, Rocklin, Calif. 95765

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01/07/2008



**18-1** The commenters identify their support for the proposed project. This comment is noted.

January 23<sup>rd</sup>, 2008

Sherrri Abbas  
Development Services Manager  
3970 Rocklin Road  
Rocklin, CA 95677

Ms. Abbas,

I object to the Rocklin Crossings Wal-Mart/Home Depot project. A major reason is the incomplete and misleading statistics about the effects on our city economy.

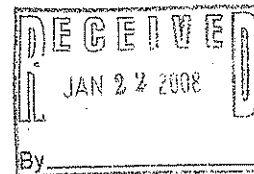
Section 5.2.4 the study says that 693,400 square feet of retail space in the market area is at risk of closure due to the number of new retail projects – including Rocklin Crossings”.

That section also says that the estimate is “conservative” because it doesn’t consider “prospective market corrections”. It should consider that. Why weren’t those factors studied? A lot of taxpayers dollars and staff time go to finding out the answers to questions like that.

Also, why are the estimates conservative? It seems like the EIR should also disclose worst-case scenarios as well, not just the least worrisome scenarios.

Sincerely,

Maybelle Henry - Maybelle Henry  
19 Raleigh Ct  
Roseville, CA 95678  
Maybelle Henry



**19-1** Please refer to the response to comment 14-1.

**David Mohlenbrok**

**From:** Wesley Herman [wesleyherman@sbcglobal.net]  
**Sent:** Monday, January 14, 2008 9:01 PM  
**To:** David Mohlenbrok  
**Subject:** Proposed Wal-Mart - Rocklin Crossing

Dear Sir,

Please accept this letter as a plea from my wife and I, long term residents of Rocklin and a Sacramento native, not to allow the building of another "big box" shopping center, like Wal-Mart in the Rocklin Crossing as proposed. I am in favor of additional tax revenue for the city like the next resident – but also believe that businesses like the proposed belong in commercial driven parts of the city. I don't think that Rocklin has a need for this center to be anchored by a retailer the size of Wal-Mart.

Long gone are the days of the small retail stores like Emigh Hardware, Ace Hardware and Bel-Air and other locally owned, operated stores. I believe part of what makes America great is the diversity that the small business owner brings to our economy. Don't get me wrong, we need the large retailers in order to allow competitive enterprise to exist – but I just don't believe that a city the size of Rocklin needs a Wal-Mart. We are a bedroom community and should be proud of that and embrace that. Leave that kind of big-box retailing to the cities like Roseville and Lincoln. There is a reason why my wife and I decided to live in Rocklin versus Roseville and Lincoln. However, if you remove one of those very reasons with this type of unnecessary growth – the next time we move perhaps Rocklin won't still be a consideration. Loomis has an aggressive stance on growth – perhaps too aggressive – but perhaps what Rocklin ought to do is position itself between Roseville, Lincoln and Loomis.

Thanks for taking the time to hear our concern about this proposed supercenter. If it were my vote, I'd vote to pass on this retailer. Rocklin residents don't want that type of retailer, we'd rather have a Nugget, Bel-Air or other nice grocery store. If someone needs a Wal-Mart – the 5 mile drive to the other two in Roseville ought to suffice.

Regards,

Wesley & Ronda Herman  
5196 Equestrian Court  
Rocklin, CA 95677

01/15/2008

- 20-1** The commenters request that the proposed project not be approved. The commenters' opposition to the proposed project is noted. The commenter also asserts that the project would be better suited in a commercial area. For a discussion of the appropriateness of the project at the location being proposed, the commenter is referred to the Land Use Master Response. Regarding the potential impact on existing small businesses, please refer to the Response to Comment 28-1. As the commenter does not raise any substantive comments on the contents of the Draft EIR or otherwise raise significant environmental issues, no additional response is necessary.

January 18th, 2008

Mr. David Mohlenbrok  
Ms. Sherri Abbas  
City of Rocklin  
3970 Rocklin Road  
Rocklin, CA 95677

Dear Mr. David Mohlenbrok,

I am a member of the Healthy Rocklin Coalition and a Rocklin resident who is very concerned about the hours of operation for the proposed Rocklin Crossings Development. The draft environmental impact report does not discuss the necessity for both the Wal-Mart Supercenter and the Home Depot to operate seven-days-a-week, 24-hours a day, but it should.

There is already going to be enough light pollution associated with this development, especially during the p-m hours, so why add noise pollution and air pollution to it? If you build a half-million square foot development of any kind, there is going to be unavoidable light pollution, despite the light fixtures that are designed to push the light downwards.

However, the draft environmental impact report discusses a proposed housing element directly adjacent to this commercial proposal. And there is the unfinished Croftwood housing development located nearby. Plus there are residents living along Dias Lane in Loomis and other nearby streets that will all be with in visual and sound distance.

Who will want to live next to commercial developments that will have loading and unloading all throughout the night, in addition to the additional cars entering and exiting from the Interstate?

The draft environmental impact report should provide project alternatives that offer no 24-hour, seven day a week scenarios. The impacts on the regional area and residents residing in the area will be much less with this slight compromise. It is highly unlikely that revenues will be any less with these businesses not operating for 24-hours, seven-days-a-week. Please analyze this further in the final report.

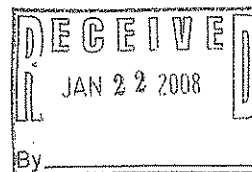
Thank you.

*Felice Hussa*

Felice Hussa

9910 Quad Hill Dr

Newcastle CA 95658



**21-1** The project applicant has included 24-hour operations for the proposed Wal-Mart Supercenter and Home Depot stores as a project component. Determining the necessity of 24-hour operations for these two retailers is not required by CEQA and therefore outside of the scope of this EIR. Regardless, as discussed in Responses to Comments 43-3 and 43-4, impacts relating to 24-hour operations would be mitigated to less than significant levels. With respect to nighttime parking lot activity, while the 24-hour nature of some of the stores would ensure that nighttime parking lot activity would occur at the project site, nighttime activity would be at a considerably less intensive level than daytime activity, and most of the parking areas would be well shielded from the residences to the east by intervening buildings. Those parking spaces that would not be shielded by buildings would be shielded by the recommended noise barrier along the eastern site boundary. As a result, noise impacts associated with nighttime parking lot activity are not expected.

With respect to nighttime truck deliveries, the analysis concluded that with the recommended property line noise barrier, noise impacts would not occur at the nearest residences to the east. The analysis focused on residences proposed adjacent to the project site in the Rocklin 60 Residential Development, with some residences located as close as 70 feet from the truck unloading/passby areas. At residences further east, such as the commenter's residence, noise levels would be even lower due to standard reduction of sound with distance. As a result of that additional distance and the proposed noise barrier, significant noise impacts associated with nighttime truck deliveries are not identified at the commenter's residence. Furthermore, noise from parking lot activities is considerably lower than noise from truck passages and unloading. Therefore, the measures included to mitigate truck delivery noise impacts at night would be more than adequate to reduce nighttime parking lot noise to a less than significant level. (See also Response to Comment 21-2, below.)

Furthermore, the project would implement Mitigation Measure 4.7-4, which addresses impacts due to light and glare, and includes the development and approval of a lighting plan to ensure project lighting does not cause any nuisance to adjoining streets or properties. For a discussion of the project's lighting impacts, the commenter is referred to Response to Comment 9-14 and to the discussion under Impact 4.7-4 commencing on page 4.7-9 of the Draft EIR. For a discussion of the project's noise impacts from 24-hour operations, the commenter is referred to the discussion under Impact 4.4-4 commencing on page 4.4-14 of the Draft EIR.

The commenter's statements regarding future housing adjacent to the site and the proximity of existing housing are noted. For a discussion of the appropriateness of the project at the location being proposed, the commenter is referred to the Land Use Master Response.

**21-2** Comment noted. The interchange intersections at Sierra College Boulevard and I-80 would operate at acceptable level of service even with the additional cars (entering and exiting) generated by the Rocklin Crossing project. As discussed under Impact 4.4-3, the proposed project would not result in traffic noise level increases exceeding 3 dBA, thus such noise increase is not considered perceptible to humans, and is considered less than significant. Truck delivery noise, as well as other stationary- or area-source noise levels would be mitigated with implementation of Mitigation Measure 4.4-4.

After mitigation the project would operate in a manner so as not to violate the City and State applicable noise standards. Furthermore, the project would implement Mitigation Measure 4.7-4, which addresses

impacts due to light and glare, and includes the development and approval of a lighting plan to ensure project lighting does not cause any nuisance to adjoining streets or properties.

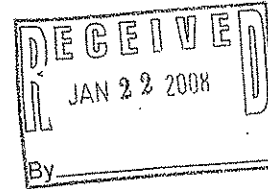
- 21-3** Section 15126.6, subdivision (a), of the State CEQA Guidelines requires EIRs to describe “... a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.” Based on this direction, six alternatives to the proposed project were evaluated in the Draft EIR. These included a No Project Alternative, a Reduced Size Alternative, a Building Realignment Alternative, Offsite Alternative #1, Offsite Alternative #2, and Offsite Alternative #3.

As described in Responses to Comments 21-1, 21-2, 43-3 and 43-4, the 24-hour retail operations at the project site would not cause significant environmental impacts that could not be mitigated. Therefore, because reducing the retail hours of operation would not substantially lessen the project’s environmental impact, it was not considered as an alternative in the Draft EIR.



January 18th, 2008

Mr. David Mohlenbrok  
Attn: Sherri Abbas  
City of Rocklin  
3970 Rocklin Road  
Rocklin, CA 95677



Dear Mr. David Mohlenbrok,

I am a longtime resident of the Rocklin area and a member of the Rocklin Residents for Responsible Growth group. I am writing with regards to the draft environmental impact report for the Rocklin Crossings Project. I believe the draft environmental study needs to more adequately address the projected workforce numbers associated with the proposed project. The only specifics I could find in the study are on 3-6 where it states the Wal-Mart will employ "approximately 400 people." However, the proposed Wal-Mart Supercenter is only half of the total proposed building square footage. The remaining two villages, the home depot and the other non-specific tenants, so not specify the potential number of employees needed to operate such a shopping arena.

The draft environmental impact report should study and provide specific data as to the projected total workforce needed for the total proposed development. It should continue by addressing where this projected workforce will come from - i.e. will they all come from Rocklin, Roseville, Auburn, etc.? The growth projections identified in the draft environmental impact report focus on more long term and area-wide projections. It should look at the numbers today in Rocklin, especially as it relates to the current available workforce and unemployment levels. I believe the draft environmental study will find that Rocklin does not have the available workforce to adequately staff and house the number of employees needed for the development.

The study should also address the availability of affordable housing based on the average wages for the employees for all of the proposed businesses. In other words, the study should look at if these new jobs will allow a family to live in Rocklin. It should look at what percentage of these projected workers will not live in Rocklin and will instead be commuting into and out of Rocklin on a daily basis. These will have specific economic and traffic impacts to our community.

The city should not approve any development that will create a substantial number of new jobs - the Rocklin Crossings Development will likely require

1,000 new employees – if the wages do not permit a majority of those new employees to purchase a home in Rocklin and raise a family in Rocklin. On that note, the draft environmental study should look at the average home prices in Rocklin in comparison to the average wages of these workers. If a majority of these workers have to live outside of Rocklin, they will spend their earned incomes outside of Rocklin, and what economic benefit does that provide for Rocklin?

Wal-Mart and Home Depot were right in building their stores in Roseville which is where they both belong. Thank you.

*Arlene Jamat*

Arlene Jamat

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Rocklin, CA 95677

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- 22-1** As discussed on page 4.5-4 of the Draft EIR, the proposed project would generate new employment within the City of Rocklin, which could contribute to the demand for housing. At full buildout, the site is expected to employ approximately 800 people. The employment growth anticipated with the proposed project would represent an increase in total employment within the City of approximately 3.2%. However, due to the project's location along the primary transportation corridor within Placer County, employees for the project would be drawn from throughout the region. Also, due to the relatively high median home prices within the City and the majority of the project's employment consisting of lower-paying service/retail jobs, only a relatively small percentage of the project's employees may come from within the City. Employees would logically be expected to reside in communities along the Interstate 80 corridor in both Placer and Sacramento counties. Due to the density of urban development within these communities, a wide variety of housing options are available for project employees. For Placer County in particular, the rental unit vacancy rate was 6.4% in 2000. The expected dispersal of employees across the region would minimize the effects of increased housing demands within the City. For these reasons, the proposed project would not be expected to generate a substantial demand for new housing. Please also see Response to Comment 9-13.



PLACER GROUP  
P.O. BOX 7167, AUBURN, CA 95604

January 16, 2008

Attn: Sherri Abbas, Manager  
Community Development  
City of Rocklin  
3970 Rocklin Rd.  
Rocklin, CA 95677

Ladies and Gentlemen:

RE: PROPOSED ROCKLIN CROSSINGS PROJECT DRAFT EIR

Thank you for the opportunity to comment on the proposed Rocklin Crossings” (RC) project Draft EIR and for accommodating requests for copies of the DEIR. We have comments and questions on a number of issues and look forward to resolving them.

#### 2.4 SIGNIFICANT AND UNAVIODABLE ENVIRONMENTAL IMPACTS

2.4.1--Long term contribution to regional air pollutants must be mitigated to below applicable thresholds. We urge the City of Rocklin (City) to NOT to cite other “existing non-attainment conditions” as an excuse to “contribute substantially to an existing or projected violation....” We welcomed the City’s recent announcement of becoming the first city to participate in a program to reduce greenhouse gas emissions, to offset tons of carbon dioxide by participating in “ClimateSmart.” How can continued violation and non compliance then be justified when it comes to air quality? Please explain how talented staff cannot mitigate this impact to less than significant. Please provide more stringent mitigation and alternatives to bring this impact to a less than significant level.

#### 4.1.3 Impacts and Mitigation Measures

Page 4.1-11, in discussing the Action Plan, it is stated that the City’s zoning is R-C along Secret Ravine Creek (SR), that SR is 300 feet south of the project site at its closest point (located completely outside the R-C designated area). However, on page 4.1-12, under Policies, it is stated that the project site is set back approximately 200 feet from the R-C area. Does this mean that the closest point of the project to the creek is then 500 feet? Please clarify and recirculate.

#### 4.2—TRAFFIC AND CIRCULATION

The statements in this DEIR (p 4.2-16) seem to conclude that worsened traffic congestion--although it may result in irritation, inconvenience, small amounts of air pollution in an already-polluted air basin (with resultant adverse health effects)--is not a significant effect on the environment. The implication is that CEQA does not mandate

additional mitigation. If we can make an elementary assumption that any gridlock (which should be this project's nickname) which will exponentially worsen will indeed have an adverse environmental impact. One purpose of CEQA is to inform the public of what is coming.

First: With college traffic peaking many times throughout the day, plus additional proposed and existing development traffic (Bickford, Twelve Bridges, and others coming from Rocklin Road), plus the two mega outlets being thrown in, traffic congestion will be beyond anyone's wildest nightmare. Roseville's Douglas Blvd interchange was bad before retrofit, but Rocklin Crossings' will surpass that Roseville interchange at its worst. Please explain how/why such a LOS can be allowed. Please explain how cumulative gridlock is being dismissed as "inconvenience and small amounts of pollution" when common sense and experience has proven otherwise.

Second: If/When I-80 east and west bound Sierra College Blvd off ramps back up due to the inevitable gridlock, what will be the impact on the I-80 freeway itself. What are the health and safety impacts of blocked freeway lane? What are Cal Trans' concerns when a traffic plan/pattern will substantially increase hazards due to dangerous design features?

In its NOP letter, the CHP already warned of its lack of manpower to provide for the safety and service of the public. The CHP alarmingly states this project will "...significantly impact our ability to provide traffic law enforcement services...." Yet even with these dire warnings and other predictions in the CHP comment letter, the ill-conceived and illogical off ramp intersection/project entrance design is being proposed. How many injuries, deaths, or other horrific accidents must occur before the City will apply for funds to retrofit this project intersection? How have the inevitable freeway accidents, especially on a major interstate, that result in catastrophic fires, toxic spills, and other environmental emergencies been addressed in this DEIR? Has a fully stalled number one lane due to offramp "stacking" been addressed both as to safety AND the pollution that such standstill traffic gridlock produces? Please consider these issues in the DEIR and redesign the intersection with more acceptable safety features—such as, moving it away from the freeway off/on ramp.

Impact 4.2-8, page 4.2-50 touts the project's main access as having adequate length to avoid entrance vehicle stacking. Have delivery trucks coming off the freeway been factored in? Has ONE stalled vehicle been factored in? Is the assumption that all college students, workforce, and residential commuters as well as RC customers will move fluidly? Or would it be more reasonable to expect the project's traffic designers to plan for the most likely, usual incidents that destroy all well-intentioned designs? Please address these critical traffic impacts.

Unsignalized driveways, especially as presented with this project with its "trap" lane, unless the motorist can cross over two or more lanes, is a disaster waiting to happen. We believe a more appropriate term is "accident trap" lane. Look at Roseville's Eureka/Rocklin Road/I-80 maze. It has taken retrofit and redesign (after many fender benders) to slightly modify that problem, yet this project creates the exact same unacceptable dangerous condition. Was the "inconvenience" of traffic accidents the threshold here? When the outcome of such a design has demonstrated dangerous situations, how can it be justified here? Please move the intersection so that (1) crossing lanes is NOT so prevalent (expectation); and (2) provide a signalized right turn driveway lane to help alleviate unsafe merges.

We strongly recommend that the City and the applicants redesign and relocate any project entrance/exit farther away from the interchange off ramp.

Page 4.4-15—Truck Delivery Noise

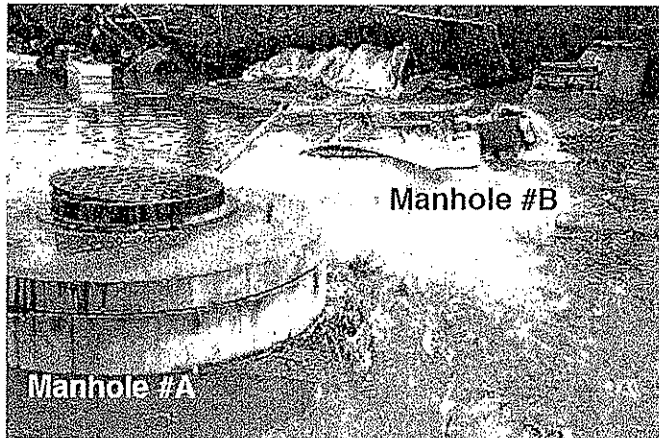
Although the analysis is based on up to 27 daily truck deliveries and 15 small truck deliveries, there doesn't seem to be an analysis of the noise when these trucks are all "stacked," waiting in line to unload. In addition to the loading/unloading noise impacts, please analyze the potential for even an estimated 20 trucks and 10 small waiting in their own special gridlock with engines running as they await their turn to unload. Even if they are unloaded via hand truck, they are still stuck in line, judging from the design. Please explain how this will affect noise impact levels.

Page 4.6-5—Wastewater Collection and Treatment

Although the Dry Creek Wastewater Treatment Plant (DCWTP) may have a design capacity of 18 mgd Average Dry Weather Flow (ADWF) and 45 mgd Average Wet Weather Flows (AWWF), historically it has not been able to handle those flows. The plan may envision Rocklin with a total of 52,604 sewer equivalent dwelling units, but if the treatment plant could not accommodate flooding from January 1, 2006, how can it handle predicted increased flooding with global warming and climate change impacts?

The DCWTP contains ponds that store the overflow when the plant is awash with sewage. The ponds are built below the 50 and 100 year flood levels and are unable to handle heavy rains and flooding. Thus, during heavy rains and flooding, the DCWTP stops flows from sewage pipes into the ponds which results in sewage backing up in the delivery lines that feed the facility. In turn, this puts too much pressure on the sewer lines' manholes covers, allowing sewage to discharge from the feed lines. (See photo below which was taken near Booth Road on private property in Roseville by Robert Brekke.)

Photo #6. Taken January 1, 2006, 24 hours after the rains stopped, and 18 hours after the flood waters receded. All visible water is from several sewer manholes. The cover of #B is suspended 6" to 10" above the manhole and held in place by iron and wood debris that the flood deposited on top of the manhole. Flood waters raged through this area at a level of 5' to 8' higher than this manhole, for over 12 hours. The foreground manhole cover, #A, is ajar from not being bolted down, thus, it too discharged during the flood.



How with the RC project add to the DCWTP reported lack of capacity to handle heavy rain or flood events? What will be the mitigation for RC's contribution to such egregious discharges (potential and actual) into our waterways?

Page 4.10-16—Potential Long-Term Degradation of Water Quality

Although BMPs may be fine, we do not see any firm plans to finance implementation of the “routine maintenance, inspection, and repair...” in the future. Rocklin’s Engineering Department may review the grading permit before and during construction, but who follows up, and pays the price tag, for decades to come? What measures and source of financing will be available to actually protect the creek from stormwater runoff when the detention pond becomes clogged with sedimentation? How will this be addressed?

What evidence has been presented that “grassy swales” remove contaminants, especially in heavy rain or flood conditions? What is the width and slope of the “300’ of grassy swale” that would be sufficient to remove contaminants?

Most disturbing in this portion of the EIR discussion is a seeming discrepancy between the stated 300’ creek set backs and the actual buffer distance. We are referring to the proximity of the detention pond to both the actual creek and its FEMA flood boundaries. The project must assume the worst case scenario and maintain the proper distance to keep any contaminants out of Secret Ravine. How were the set backs determined between the detention pond and the creek? Between the detention pond and the FEMA flood plane demarcation? What measures ensure that the detention pond is adequate distance to protect SR in heavy rains, a sediment-filled pond, and a flood situation? Please review the design and placement of the detention pond and its potential to allow contaminants to enter SR.

**BIOLOGICAL RESOURCES**

Page 4.12-2—Annual Grassland

Although the native and non-native plant communities are mentioned, many species in both plant categories are vital for bee colonies. With the crises in the decline (collapse) of bee colonies, was any consideration given to the loss of the pollination opportunities these plants provide when trees are not in bloom? Often star thistle is a primary pollen provider for bees. Please study and address the impact that such a large loss of grasslands will have on bee pollinator decline.

Page 4.12-11 indicates that although the California black rail was identified within the Clover Valley area [approximately three miles from the RC site], that no suitable habitat is present on the site for this species. Research by reputable California black rail experts (Orien Richmond and Jerry Tecklin, et al) indicates that a somewhat wider range of suitable habitat can accommodate the black rail; the black rail’s habitat is not necessarily limited to the three “typical” types identified in this EIR. Their research [“California Black Rail (*Laterallus jamaicensis coturniculus*) habit characteristics in the Sierra Nevada Foothills, CA” (the Black Rail Project, Sierra foothill Research & Extension Center, November 7, 2007)] states other types of habitat important for the listed California black rail.

Their research (page 3 of 10) states:

#### VEGETATION COMPOSITION

Repking and Chinart (1977) found Black Rails to be closely associated with three-square bulrush (*Scirpus olneyi*) along the Lower Colorado River, but Flores and Eddleman (1995) concluded that habitat structure can explain California Black Rail use of habitat better than plant species composition. Marshes with Black Rails in the Sierra foothills are dominated by dense, emergent vegetation typical of permanent, shallow inundation. Averaged over the 2002–2006 period, 48% of marshes with Black Rails were dominated by cattails (*Typha latifolia* or *T. domingensis*), 37% were dominated by rushes (*Juncus effusus*, *J. balticus*, and others), 23% were dominated by sedges (9% by Hardstem Bulrush, *Scirpus ocutus*, and 14% by other sedges such as *Cyperus eragrostis* and *Eleocharis macrostachya*), 9% were dominated by grasses (*Leersia oryzoides*, *Paspalum dilatatum*, *Holcus lanatus*, and others), and 3% were dominated by forbs (*Polygonum punctatum*, *P. hydropiperoides*, *Epilobium dilatatum*, and others).

Black Rail habitat, when broken down by vegetation, indicates that 10% to 15% is dominated by grasses. The dense vegetation does not have to be tall; this coupled with open mud areas is the perfect habitat. How closely does the RC project site contain these characteristics?

The dismissive statement, “No suitable habitat is present on the site....” is not substantiated. We have research that indicates “typical” is no longer the three types mentioned in the RC DEIR. We request that a more thorough survey be conducted.

One would never expect to “observe” this highly elusive species except as a result of thorough and focused surveys conducted only at the appropriate time of day and at the appropriate season. There is no evidence that such surveys were ever conducted. Therefore, this project has the very real potential to impact a critically threatened California species.

We ask that, before any further work is done, thorough surveys for Black Rail be completed. At a minimum, such surveys must be conducted by a biologist experienced with this species; they must be conducted during peak breeding season (late March through April), at peak calling times (shortly before dawn and shortly after dark); and they must include playback of taped breeding calls (since this species is very rarely detected other than by calls).

We ask that the City make a specific inquiry to California Department of Fish and Game asking whether that agency considers the nature and extent of the field surveys conducted on this site to be adequate to conclude that Black Rails are not present.

Additionally, if the project is in the proximity of black rail habitat (possibly habitat within the buffer/set back area), please examine the impact on this secretive species of trucks (24/7) and increased traffic. Please recirculate the results.

Page 1.12-21. We may we have misread this DEIR, but we find no replacement for the wetland loss at all. In many instances, the loss of any wetlands must be replaced on or off site, often at a two-to-one or even three-to-one ratio. We find no such wetland “no net loss” mitigation and find that unacceptable, especially with the known ground water quality problems in the vicinity. Will there be no-net-loss practices instituted in this project? If not, why not? Please mitigate to a no-net-loss standard.

The location of the on site wetlands suggest a spring. Have studies been conducted to find the source of the water for the on-site wetlands?



Page 5-5—Urban Decay. No mention is made of the proposed and approved new lumber retail outlet that will be approximately ½ mile from RC in the Loomis Town limits. Please address the urban decay impacts and the economic impacts the new Home Depot will have on the Loomis lumber outlet. Please provide appropriate mitigation for this significant economic impact.

We have not seen any reference to one of the best projects being considered in Placer County: the Dry Creek Greenway. With all the effort that has been invested in that project, it is quite surprising to not find it mentioned (apologies if it was there, but missed). Please require the applicant to participate in the Dry Creek Greenway project with regard to Secret Ravine. Please investigate the impacts the RC project and its proximity to the proposed Greenway will have on implementation of the Greenway project. Please provide adequate mitigation and Rocklin Crossings developer funding for the stretch of Secret Ravine that is in the vicinity of the Dry Creek Greenway project.

We believe the RC project, planned on the outskirts of the city, totally reliant on automobile for employees and customers, situated in and contributing to unacceptable traffic congestion, will encourage sprawl and adversely impact air quality in a region that is already non-compliant. We believe the project is not in keeping with Rocklin's pledge to "...protect and preserve the city's natural resources," as recently proclaimed by the Mayor. We urge the City of Rocklin to reconsider any approvals of the proposed commercial project at this location or at least mitigate all impacts to less than significant.

Sincerely,

Marilyn Jasper, Chair

In light of the Mayor's quoted proclamation to "...protect and preserve the city's natural resources,"

**23-1** To address the significant and unavoidable impacts of long-term operational criteria air pollutant and ozone precursor emissions, the project would be required to comply with Mitigation Measure 4.3-2. As discussed in the Master Response on Energy Conservation and Air Quality Mitigation included at the beginning of the comment responses, in response to suggestions by PCAPCD, the City has modified Mitigation Measure 4.3-2 to be more specific, to insert flexibility where desirable and necessary, and to include additional obligations. The measures and features required by Mitigation Measure 6-24, which, though intended to reduce greenhouse gas emissions, would also have the tendency to reduce operational emissions of traditional air pollutants.

Mitigation Measures 4.3-2 and 6-24 would substantially reduce the level of operational emissions through energy efficiency and encouraging public transit. Because of the large number of vehicle trips generated and the project not having the ability to control vehicle emissions, however, the mitigation would not reduce the operational emissions to below applicable thresholds. Thus, even with implementation of mitigation, the impact would remain significant and unavoidable.

**23-2** Secret Ravine Creek is located approximately 300 feet at its nearest point from the project site. The Recreation-Conservation (R-C) land use designation along Secret Ravine Creek is substantially wider than the actual creek alignment. Therefore, the R-C boundary is located approximately 100 feet closer to the property boundary than the creek. This accounts for the statement on page 4.1-12 of the Draft EIR that the project site is set back approximately 200 feet from the R-C designated area along Secret Ravine Creek. Such clarification does not trigger the CEQA requirements for recirculation.

**23-3** In explaining its approach to determining the significance of incremental project contributions to cumulative traffic impacts (see Draft EIR, p. 4.2-16), the City did not intend to minimize the public health consequences of air pollution. Rather, the City intended to differentiate traffic impacts from air quality impacts and other impacts that result in adverse health or ecological consequences. Although the commenter is generally correct in equating increased traffic with increased air pollution, traffic impacts differ from air pollution impacts in important respects. Unlike most other types of environmental effects addressed under CEQA, cumulative traffic impacts, viewed in terms of service level changes, often are without health or ecological consequences but rather translate only into human inconvenience (e.g., waiting longer to make turning movements or to get through intersections). Although such inconvenience is of course to be avoided or minimized where feasible, in that no one enjoys sitting in congested traffic, this type of impact differs in kind from impacts involving, for example, the emission or discharge of air or water pollutants or the loss of wildlife habitat or open space. Whereas the mitigation for pollution or habitat loss would take the form of environmentally benign measures, the mitigation for traffic impacts, in the form of increased road capacity or other physical improvements, typically results in damages to environmental resources. For these reasons, the City has good reason for declining to adopt the view, perhaps more persuasive in other contexts, that the addition of any traffic to an already-impacted intersection is “cumulatively considerable,” and thus significant, as a matter of law. The City believes that such a view would be contrary to public policy to the extent that it would translate into the creation of more ecologically damaging pavement in order to minimize relatively modest human inconveniences of the kind that modern Californians have learned to expect occasionally or during limited times of day. The City has instead adopted what it regards as a reasonable significance criterion for this context, and that is an increase of 0.05 in the volume to capacity (v/c) ratio at the impacted intersection. If the project’s traffic exceeds that threshold, then mitigation is triggered.

The traffic study for the project was based on City guidance and direction. The existing counts at all the study intersections were taken when the college was in full session to be certain the study results reflected and captured the traffic generated by college. Thus, the multiple college traffic peaks were accounted for in the analysis for the selected a.m. and p.m. peak traffic hours, since no other time of day will generate more traffic. The approved projects (as of November 2006) were also included in the short term analysis. The traffic analysis shows that the interchange intersections at Sierra College Boulevard and I-80 operate at acceptable level of service (per City policy) in the near term. In the long term, 2025 condition, total cumulative traffic demand from all future potential land development envisioned in the City's General Plan has been forecast and considered, discussed and mitigated as appropriate, in the impact analysis.

**23-4** The eastbound and westbound ramp intersections along Sierra College Boulevard at I-80 were analyzed for back up and queuing. The analysis (Table V on page 70 of the Rocklin Crossing Traffic Impact Analysis, Appendix C to the Draft EIR ) shows that the queues on off ramps at peak hours are less than 640 feet. This distance is less than half the available length of the off ramp. Hence the traffic will not back up onto the freeway. Additionally, the freeway segments in the study area were analyzed and found to operate at acceptable level of service in future 2025 with project conditions. Caltrans has already approved the interchange design (in fact, the interchange is under construction). The Caltrans environmental process for interchange improvement goes through a series of steps that start with looking at several feasible improvement alternatives. These alternatives are then weighed and streamlined based on several factors (cost, design, right-of-way, etc.) to arrive at a preferred alternative. Every interchange improvement project has to go through this process before being implemented. The traffic analysis for the project was conducted for the peak hour (worst 60 minutes) in the morning and evening. Unique incidents such as accidents or stalled vehicles may occasionally and temporarily back traffic on the freeway. However, these types of incidents do not occur on a regular or consistent basis and cannot otherwise be predicted or accounted for. Hence these types of incidents are not modeled or analyzed as a part of the traffic study.

**23-5** The Rocklin Crossings intersection with Sierra College and the I-80 eastbound off-ramp has unique design aspects that are different from the intersection of Taylor/Eureka and I-80 off-ramp. The critical difference is that at the Taylor/Eureka intersection all traffic (whether going to freeway or continuing on Eureka) turning right off of Taylor is forced into one lane, and after turning they must decide whether to enter the on-ramp or continue on Eureka over the freeway. These movements require the traffic to weave into the northbound Eureka traffic also destined for the on-ramp.

At the Rocklin Crossings intersection, however, the traffic turning right out of the project is divided before the intersection into two lanes: one exclusively for the freeway on-ramp and the other to turn right and continue on Sierra College over the freeway. The distinguishing difference is that on Eureka three different movements (both right turns from Taylor and northbound Eureka headed to freeway) of traffic will be mixed going northbound compared to only two on Sierra College at the Rocklin Crossings intersection (right turns from project going over freeway and northbound Sierra College headed to eastbound I-80 on-ramp). This difference will reduce confusion and congestion. In addition, the Eureka/Taylor intersection has only 14 approach lanes while the Sierra College intersection has 18 approach lanes, resulting in a higher capacity.

The operation of this unsignalized project driveway is addressed in Appendix C of the Draft EIR, Traffic Study (pages 71 and 73). The driveway is a right-in/right-out access and the analysis shows that the westbound right turn will be unblocked for 82% of the time in the a.m. peak hour and 72% of the time in the p.m. peak hour. Based on the traffic study, vehicles exiting the project site will have sufficient gaps and enough time to merge and traverse through the trap lane to continue northbound along Sierra College Boulevard in a safe manner. Specifically, with respect to the need for a signalized driveway, the intersection has conflicting movement in the same direction (similar to merging at freeway ramps) and therefore, a signalized intersection is not recommended for this type of configuration.

- 23-6** The type of “gridlock stacking“ described by the commenter is not anticipated, as the site has been designed to allow adequate ingress and egress of delivery trucks. In addition, in cases where there is not an unloading bay immediately available, trucks waiting their turn to be unloaded will turn off their engines as required by State law, thereby minimizing noise from idling.
- 23-7** The January 1, 2006, storm referenced by the commenter included more than three inches of rain in the Sacramento area with more than five inches within the foothills. Due to the intensity of this storm, the flooding of local creeks occurred throughout western Placer County. According to Mr. Art O’Brien, City of Roseville Wastewater Utility Manager, a manhole cover was inadvertently removed during the storm event and floodwaters from a local creek flowed directly into the manhole. These floodwaters flowed directly to the Dry Creek Wastewater Treatment Plant and overwhelmed the system, resulting in wastewater discharges in the local area. Following this storm event, the City of Roseville implemented a program of bolting down the manhole covers within its service area to ensure this event would not occur in the future. According to Mr. O’Brien, the January 1, 2006, overflow at the Dry Creek Wastewater Treatment Plant was an anomalous event that was specifically caused by flooding of the uncovered manhole and does not relate to the treatment plant’s wet weather flow capacity. The storage ponds at the treatment plant have adequate capacity to store projected wet weather flows during large storm events and as discussed on page 4.6-18 of the Draft EIR, the treatment plant has adequate capacity to accommodate the increased wastewater flows associated with the proposed project.
- 23-8** The potential long-term degradation of water quality due to project operations would be addressed by Mitigation Measure 4.10-2. Pursuant to this measure, the project applicant would implement stormwater runoff BMPs. Mitigation Measure 4.10-2 has been revised, as shown in the Master Response regarding Secret Ravine Creek, to require the project applicant to adopt a “treatment train” stormwater quality program in which stormwater is subject to more than one type of BMP. In addition, Mitigation Measure 4.10-2 has been revised to require the applicant to submit to the City of Rocklin for approval a Maintenance and Monitoring Plan for all stormwater BMPs to provide for the long-term functionality of the stormwater quality BMPs. The Maintenance and Monitoring Plan shall 1) identify a schedule for the inspection and maintenance of each BMP, 2) identify methods and materials for maintenance of each BMP, 3) and include provisions for the repair or replacement of BMPs. With respect to the operation/maintenance of the detention basin and the funding source, the project would be required to participate in a Community Facilities District and the property owner(s) would be required to pay into that financing district on an annual basis an amount that is based on an evaluation of the anticipated operation and maintenance costs of the detention basin.
- 23-9** The commenter requests information on the effectiveness of grassy swales to remove contaminants and whether the width and slope of the project’s 300 feet of grassy swale would be sufficient. The 300 feet of grassy swale between the project’s proposed detention basin and Secret Ravine Creek is an existing, natural feature, and not a designed swale, and therefore was not subject to accepted design criteria for water quality grassy swales. While the feature may serve to provide a water quality benefit, this benefit can not be adequately quantified, and has been excluded, therefore, from the evaluation of proposed water quality measures. Pollutant reduction/elimination measures would be employed to treat the stormwater runoff prior to its discharge through the grassy swale. Stormwater runoff from the project would be pre-treated by roadway catchbasin filters and continuous deflection system (CDS) units and would then be routed to a detention basin before discharge to the grassy swale. While the CDS units and catchbasin filters would function as the primary treatment BMPs, the detention basin would serve to further reduce pollutants in storm water through infiltration, biological uptake, and settling. The detention basin has been designed to function as a water quality basin in accordance with Guidance Document for Volume and Flow-based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection published by PRSCG (May 2005), and would serve to provide the preferred “treatment train” system.

- 23-10** It is unclear from this comment what the commenter is referring to with regards to the “worst case scenario.” The City cannot tell whether this request relates to discharge/flow or distance of the detention basin from the Secret Ravine.

The project must use the design storm criteria as specified by law to properly size the detention basin and attenuate post-project flows. As discussed in Response to Comment 15-2, a preliminary drainage report for the project was prepared in accordance with Placer County Flood Control and Water Conservation District’s Stormwater Management Manual methodology. The preliminary drainage report identified the installation of a detention basin to be located on a 5.6-acre area in the southeast corner of the proposed project (see Exhibit 3-3 on page 3-9 of the Draft EIR).

The proposed detention basin also lies above the elevation of the 100-year floodplain and therefore would not be overwhelmed by flood flows from Secret Ravine. As discussed in Response to Comment 15-2, the detention basin is designed to keep post-project discharge levels at, or below, pre-project discharge levels (Civil Solutions 2007). The detention basin has also been sized to attenuate post-project flows from the two-year through the 500-year events below pre-project flow levels. Additionally, the detention basin has 4.02 feet of free-board above the 500-year event. Because the proposed project includes a stormwater runoff collection and detention system designed pursuant to the guidelines set forth in the Stormwater Management Manual that would be sufficient to reduce the post-project peak flows to below pre-project levels, the project would not be expected to substantially alter the course of a stream or river, or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems.

- 23-11** It is acknowledged that worldwide and local populations of the introduced western honeybee (*Apis mellifera*) are currently experiencing marked population declines (“colony collapse”). It is further acknowledged that impacts to existing native and non-native vegetation species on-site (including yellow-star thistle and native and non-native grassland species) would remove flowering plants that are known to be used by native (solitary) and introduced (colonial) bee species. Colony collapse impacts and non-native honeybee decline is largely attributed to factors that are independent of the proposed project, and project-related effects are not considered to have a significant impact to non-native honeybee decline.

While non-native honeybees are known to play an important role in California’s agricultural industry and are known pollinators of both native and non-native plant species, habitat loss and degradation are not attributed as the primary factor contributing to recent bee decline and/or colony collapse. Although the scientific community recognizes habitat loss as a contributing factor, recent studies suggest that the overall decline is primarily resulting from a combination of other factors, including viral and bacterial pathogens, parasitic mites, hybridizations with Africanized bees, and pesticide drift. A recent study co-authored by scientific researchers at Pennsylvania State University, Columbia University, and the U.S. Department of Agriculture, amongst others, found that honeybee “colony collapse” has been attributed to the Israeli acute paralysis virus, which has resulted in a loss of 50 to 90% of colonies in beekeeping operations across the United States, including a 23% decline in 2006 (Journal of Science 2007). In addition to viral pathogens, other researchers such as the Agricultural Research Council (ARC) have found that the ectoparasitic mite, *Varroa destructor* (formerly *Varroa jacobsoni*), is responsible for large bee declines, and considers this species as the most serious parasite of honeybees in the 20th century. Recent studies conducted by the ARC observed a 14% reduction in pollination efficiency in bee colonies that were heavily *Varroa* infested in contrast to *Varroa*-free control colonies (ARC 2007).

While native bee species may use the project area, the project’s on-site habitats represent a relatively small fraction of the overall habitat available to bee species in the project’s vicinity, and would not significantly affect the overall habitat availability. As such, the proposed project is not expected to significantly impact native bees, either on a project-specific basis or cumulatively.

**23-12** California black rail (*Laterallus jamaicensis coturniculus*) is listed as a threatened species and protected pursuant to the California Endangered Species Act, is fully protected pursuant to California Fish and Game Code Section 3511, and is a U.S. Fish and Wildlife Service bird of conservation concern. Typical habitat for black rails includes coastal saltmarsh, delta emergent marsh, and interior freshwater emergent marsh. California black rails are year-round residents in the San Francisco Bay region and at inland locations within Placer, Yuba, Butte, and Nevada Counties. Nesting typically occurs during March through July.

California rail was not documented within the vicinity of the project until a recent record (in July 2006) from a location approximately two miles northwest of the project (California Native Diversity Database [CNDDB] 2008, Occurrence # ABNME03041). This detection is thought to have been a territorial male that responded to a call, and was recorded in a large typha-dominated marsh adjacent to Clover Creek (CNDDB 2008).

The comment mentions research literature that indicates that the black rail's habitat is not necessarily limited to the three "typical" types identified in this EIR; however, there do not appear to be any instances where black rails have occurred in ephemeral features such as the seasonal wetlands found on-site. While California black rail has been detected in the general vicinity, the on-site seasonal wetland habitats do not support suitable habitat for this species, which includes shallow emergent marsh habitat(s) that are perennially flooded. The seasonal wetlands on-site are isolated shallow depressions within oak woodland/annual grassland community. Their hydrology is similar to that of vernal pools in that the on-site seasonal wetlands are inundated or saturated during the wet season and completely dry during the dry season. The dominant plants within the seasonal wetlands on-site include Italian ryegrass (*Lolium multiflorum*), Mediterranean barley (*Hordeum marinum*), and annual beard grass (*Polypogon monspeliensis*), which are not emergent marsh species and do not occupy wetlands that are not perennially flooded or saturated. As the project area does not support any suitable black rail habitat, there is no potential for this species to occur on the project site. Thus, this species is not expected to be affected by the proposed project and no additional species specific surveys are necessary.

**23-13** Please see Response to Comment 9-3 for a discussion of the wetland mitigation measures required for the proposed project. Regarding the source of water for the wetlands, the potential jurisdictional waters of the U.S. mapped on the site include two seasonal wetlands (0.014 acre), a seasonal wetland swale (0.087 acre), and two seeps (0.325 acre). These wetlands are situated within topographic low areas. The wetlands receive direct rainfall and sheet flow from the surrounding uplands to become inundated during the wet season. The seeps result from shallow underground water "day lighting" at the surface. The wetlands are dry during typical springs and summers.

**23-14** The lumber retail outlet, the Homewood Lumber Store, is an existing business in Loomis. Its application for a new location was approved in fall of 2007, subsequent to preparation of the Economic Impact Analysis for Rocklin Crossings; however, the analysis was prepared with the Homewood Lumber Store at its existing location. It is important to note that this will be a relocation, not an expansion. As proposed, the total size of the store will not change.

An EIR is intended to assess impacts on a macro level, not at the level of an individual existing store. There are simply too many variables that can affect the success or failure of an existing store in terms of how it will be able to compete with new competition. For example, changes in level of service, merchandise selection, pricing, and advertising are some of the ways existing businesses can adjust to cope with new competition. As such, Homewood Lumber's ability to compete with a big box home improvement center such as Home Depot may very well be enhanced by its move to a new facility. It should also be noted that there are examples of market areas that have independent lumber businesses coexisting with large home improvement stores like Home Depot. Mountain View, California, is one such area.

- 23-15** The City of Rocklin has not adopted, and will not be adopting, the Dry Creek Greenway Plan. The recently released Dry Creek Greenway Regional Vision Draft EIR acknowledges that the Greenway Vision and Concept Plan is considered to be an advisory and informational document for the cities of Rocklin, Roseville, and the Town of Loomis. As such, neither the City of Rocklin nor the proposed project is subject to the elements of the Greenway Plan.

Nonetheless, the Dry Creek Greenway Project identifies greenway corridors throughout Placer County including along Secret Ravine Creek. The greenway corridor identified in the Dry Creek Greenway Project along Secret Ravine Creek is identified as habitat with potential recreational use, although no trailways are identified along the creek. The greenway corridor identified in the Dry Creek Greenway Project forms the boundaries of the Dry Creek Greenway Project in the project area and is generally contiguous with the boundaries of the Recreation-Conservation (R-C) designation corridor along Secret Ravine Creek identified in the Rocklin General Plan (see Exhibit 4.1-2 of the Draft EIR). The project site is set back approximately 200 feet at its closest location from the R-C designated area and the identified greenway corridor boundary, and is set back approximately 300 feet at its closest location from the alignment of Secret Ravine Creek. Based on this setback, the project is not located within the boundaries of the Dry Creek Greenway Project and would not be expected to have any effect on the implementation of the Dry Creek Greenway Project.

- 23-16** The commenter's opposition to the proposed project is noted. The commenter does not raise any substantive comments on the contents of the Draft EIR or otherwise raise significant environmental issues. Therefore, no additional response is necessary. Even so, the City notes that the project is not inconsistent with the Mayor's remarks, in that the project is predominantly consistent with the commercial general plan and zoning designations for the site (with the exception of 1.23 acres) and would be required to mitigate all of its significant effects on natural resources on the project site.

January 23<sup>rd</sup>, 2007

Sherri Abbas  
Development Services Manager  
3970 Rocklin Road  
Rocklin, CA 95677

Ms. Abbas,

The urban decay section of the Rocklin Crossings Project tries to argue that because Roseville has their own retail options and Rocklin is unlikely to attract new retail sales, what assurances do we have that a small town like Rocklin will actually be able to sustain a large new shopping center? If all we are doing is preventing leakage to Roseville, what proof is there that this project will actually be able to survive economically and won't soon become blighted like the shopping centers along Granite Drive?

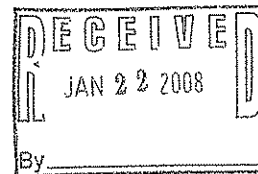
Sincerely,

*James W. Johnson*

5010 CLAIRMONT DR

Rocklin CA 95677

*James Johnson*





- 24-1** This comment questions whether Rocklin is big enough to support a new shopping center in addition to other retailers planning to come into the market area. The findings from the Economic Impact Analysis indicate that, overall, Rocklin Crossings' primary and secondary market area (composed of the City of Rocklin, the Town of Loomis, and areas to the east extending along I-80) should be able to support the new center. It is estimated that the primary and secondary market area will experience retail sales leakage of \$952 million in 2009.<sup>2</sup> By comparison, retail sales for Rocklin Crossings are estimated to be \$230 million in the same year. In other words, the amount of leakage is about four times the level of sales projected for Rocklin Crossings. Therefore, before looking at specific retail categories, it appears that the market area will generate more than enough demand to support Rocklin Crossings. Findings by retail category are presented in the Economic Impact Analysis report, including identification of those categories that could be vulnerable to overbuilding and the resulting risk of closure of some existing stores in the primary market area.<sup>3</sup>

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<sup>2</sup> CBRE Consulting, Inc, Ibid, Exhibit 19.

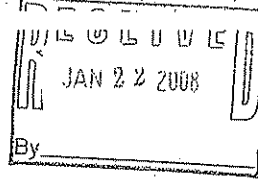
<sup>3</sup> CBRE Consulting, Inc, Ibid, pp. 30-32.



Mrs. Betty M. Knaack  
3929 Coldwater Dr  
Rocklin CA 95765-5622

SACRAMENTO CA 957

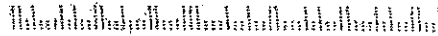
10 JAN 2008 PM 9 L



Healthy Rocklin Coalition  
P.O. Box 865  
Rocklin, CA 95677

[www.HealthyRocklin.com](http://www.HealthyRocklin.com)

95677+0865



As an area Rocklin resident, I support the Healthy Rocklin Coalition (HRC) in their efforts to preserve our community's unique character and encouraging smart growth by opposing the proposed Rocklin Crossings development. I believe Rocklin deserves better than a Wal-Mart Supercenter and therefore give HRC permission to use this card and information in advocacy materials. Please consider me a member of their coalition and include me on any future mailings regarding their efforts.

\*\*\* Please write your comments and concerns about the proposed project below. \*\*\*

*I am a Rocklin resident & I support HRC.  
We do not need another Wal-Mart.*

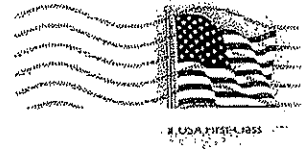
*Please consider me as a member of the  
Coalition. Traffic is bad enough now. No more  
added traffic hang-ups. Thank you.*

*Betty Knaack*

*< KRAZYCAT11 @ SBC GLOBAL.NET >*

- 25-1** The commenter's opposition to the proposed project is noted. The traffic study has analyzed study intersections consistent with city standards and has proposed improvements to mitigate project impacts at locations where the project significantly impacts operating condition of the intersections and roadway segments. The proposed improvements would mitigate the project impacts to less-than-significant levels per City standards.

SACRAMENTO CA 957



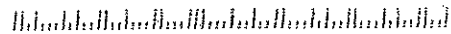
Ms. Liese Loon-Stern  
Rocklin, CA 95765

16 JAN 2008 11:16 T  
POST OFFICE  
JAN 22 2008  
By

Healthy Rocklin Coalition  
P.O. Box 865  
Rocklin, CA 95677

[www.HealthyRocklin.com](http://www.HealthyRocklin.com)

95677+0465



As an area Rocklin resident, I support the Healthy Rocklin Coalition (HRC) in their efforts to preserve our community's unique character and encouraging smart growth by opposing the proposed Rocklin Crossings development. I believe Rocklin deserves better than a Wal-Mart Supercenter and therefore give HRC permission to use this card and information in advocacy materials. Please consider me a member of their coalition and include me on any future mailings regarding their efforts.  
\*\*\* Please write your comments and concerns about the proposed project below. \*\*\*

Rocklin should be maintained as is. - We have more stores than we need and Environment would suffer with more cars and noise.

- 26-1** The commenter's opposition to the proposed project is noted. The traffic study has analyzed study intersections consistent with city standards and has proposed improvements to mitigate project impacts at locations where the project significantly impacts operating condition of the intersections and roadway segments. The proposed improvements would mitigate the project impacts to less-than-significant levels per City standards. Furthermore, with respect to impacts, the project would incorporate mitigation to reduce any impacts related to both construction and operational activities.

January 23<sup>rd</sup>, 2007

Sherri Abbas  
Development Services Manager  
3970 Rocklin Road  
Rocklin, CA 95677

Ms. Abbas,

The urban decay section of the Rocklin Crossing EIR raises a difficult and serious question about the economic future of Rocklin. It is a question that the Draft EIR fails to answer.

Given that there are a number of large commercial retail projects moving into or planning to operate in Rocklin in the near future -- the Rocklin Crossings, Stanford Plaza, Blue Oaks Town Center, Granite Drive and Rocklin Marketplace -- the Rocklin Crossings EIR doesn't really examine the impacts of ALL of these projects on urban blight locally. In fact, it seems to have a serious flaw: It only measures the impacts of this one project against current conditions, but doesn't project the CUMULATIVE IMPACTS of all major retail development in Rocklin.

This EIR should take the responsibility of looking at these cumulative impacts -- in fact any EIR for these projects should consider that fully. Without doing so, Rocklin residents will never learn the total impacts of rapid growth on Rocklin.

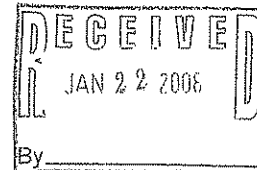
Sincerely,

Michelle Marchan

5032 Montclair Cir

Rocklin, CA 95677

*Michelle Marchan*



**27-1** The commenter claims that the Draft EIR’s urban decay analysis fails to analyze the cumulative impacts of all planned retail development on Rocklin. In fact, however, both the Draft EIR and the supporting Economic Impact Analysis do take into account the cumulative impacts of all of the projects mentioned in this comment: Stanford Plaza, Blue Oaks Town Center, Granite Drive, and Rocklin Marketplace. In addition, the Rocklin Commons project was considered in the analysis. The worst case scenario of impacts from Rocklin Crossings and all five planned projects are presented in Section 5.2.4 of the Draft EIR and in the complete Economic Impact Analysis (Appendix B to the Draft EIR). The discussion of “Cumulative Economic Impacts” is included on page 5-4 of the Draft EIR, which notes that the Economic Impact Analysis identified five other major planned retail projects in the primary market area (City of Rocklin and the Town of Loomis): Stanford Plaza, Blue Oaks Town Center, Rocklin Commons, the Granite Drive project and Rocklin Marketplace. The analysis does not measure the impacts of the proposed project against current conditions, but rather assumes the five cumulative projects are built, and concludes that there would be a significant increase in diverted sales from primary market area retailers in the home furnishings and appliances and “other retail stores” categories as a result of these projects. (See Draft EIR, p. 5-4.)

Under CEQA, cumulative impacts are defined as “two or more individual effects which, when considered together, are considerable or...compound or increase other environmental impacts.” (CEQA Guidelines, Section 15130, subd. (a)(1).) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. (CEQA Guidelines, Section 15355, subd. (b).)

Where a proposed project subject to CEQA is a retail shopping center, however, a distinction must be made between the *economic* analysis performed and the *environmental* conclusions required under CEQA. Under CEQA, an EIR must address only those project impacts that would cause “significant effects on the environment.” The CEQA Guidelines define “significant effect on the environment” as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project[.]” (CEQA Guidelines, Section 15382.) The CEQA Guidelines also provide that “economic and social changes resulting from a project shall not be treated as significant effects on the environment.” (CEQA Guidelines, Section 15064, subd. (e); see *Friends of Davis v. City of Davis* (2000) 83 Cal.App.4th 1004, 1019.) Rather, the relevant determination is whether the project’s potential socioeconomic impacts will result in a physical manifestation in the environment (i.e., “urban decay”). (See *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184.) In this case, the Economic Impact Analysis assessed the probability of urban decay ensuing from development of the proposed project and the *additional planned projects*. Thus, taking into consideration the cumulative impacts of all the planned retail development in Rocklin and Loomis, the Draft EIR concluded that there would not be a resulting physical deterioration that is so prevalent and substantial that it impairs the proper utilization of affected real estate or the health, safety, and welfare of the surrounding community. (See Draft EIR, p. 5-5, Impact 5-1.)

January 23<sup>rd</sup>, 2007

RECEIVED JAN 24 2008

Sherri Abbas  
Development Services Manager  
3970 Rocklin Road  
Rocklin, CA 95677

Ms. Abbas,

After reviewing the Draft EIR of the Rocklin Crossings Wal-Mart project I'm dismayed that you have not classified the impacts on urban decay as "significant and unavoidable". Building a huge new SuperCenter will make it almost impossible to find competitive tenants for an already large number of local vacancies.

A quick drive through shopping centers along Granite Drive are proof that Rocklin is on the verge of urban decay – why hasn't the City come up with a plan to fill the space that was once occupied by Albertson's in the Kmart shopping Center? Why are you focused on building new developments instead of strengthening the ones we already have?

The Draft EIR is wrong: the impacts on urban decay in Rocklin are stark and highly unavoidable – and should be revised to reflect this reality.

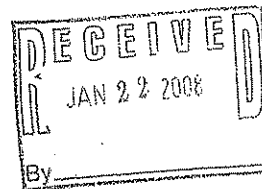
Sincerely,

MICHAEL MERICANTE

5007 FOXBORO CT

ROCKLIN, CA 95677

Mich M E T





**28-1** A field visit in August of 2006 found that Rocklin in general and Granite Drive in particular did not have a high number of vacant retail spaces. The main shopping center on Granite Drive is Rocklin Square Shopping Center. This is a 190,000-square-foot center anchored by Long's and Safeway. During the field visit no vacancies were observed at the center. Currently, according to CoStar, a national listing service, this center has two 1,100-square-foot vacant spaces. This results in a very high occupancy rate of 99%. There are a few other smaller neighborhood-oriented centers located on Granite Drive, but their small size and neighborhood-orientation makes them uncompetitive with the planned Rocklin Crossings regional center.

Since 2006 more than 1.2 million square feet of retail space has been added to Rocklin and Roseville. This quick growth in retail space has resulted in a higher vacancy rate. Currently vacancy in Roseville and Rocklin is approximately 9 to 10%. A retail leasing broker interviewed recently stated that anchor big box stores are still performing well but that smaller shop spaces filled by independent owners are currently struggling. While national chain brands are able to withstand the tightening credit markets, independent local owners have been affected. The broker opined that even though there is currently a high vacancy rate, especially in shop space, the market overall is expected to recover and eventually lease up. There is still interest from retailers wanting to enter the Rocklin and Roseville market. One example is the Tesco grocery store, which typically leases 14,000 square feet of space for their stores.

The K-Mart anchored shopping center is located on Pacific Street near Farron Street, approximately 2.7 miles southwest of the proposed Rocklin Crossings center. The largest vacancy in the City of Rocklin is the empty space in this center formerly occupied by Albertson's. This space has been vacant now for over a year. When this space became available in 2006, the overall vacancy rate in Roseville and Rocklin was between 1 to 4%, which is very low. However, the large increase in new retail space since 2006 in Roseville and Rocklin has probably contributed to the ongoing vacancy of this space. Although the space is still vacant, and may be vacant for some time until the oversupply of new retail is absorbed, it does not mean that the center will suffer from urban decay. The center still has a major anchor, Big K-Mart, to attract customer traffic. If the center owner keeps up the maintenance and exterior appearance of the property, urban decay should not result from this one vacancy.

The issue of whether the City has focused more on developing new centers, rather than revitalizing existing retail centers, is a policy question. However, one thing to keep in mind is that Rocklin Crossings is a regional shopping center. Most of Rocklin and Loomis's current centers are neighborhood-oriented and only a few are community-oriented. This difference in orientation means that the centers are not directly competitive with each other. Neighborhood and community centers have much smaller market areas than regional centers. Because they are not directly competitive, these different types of centers should be able to coexist without much sales diversions.

**Case Details**



Case Number: 18914 Status: New  
 Customer: Anonymous Location of Request:  
           external customer  
 Preferred Contact Method: None Request Type: Question  
 Submitted By: Anonymous Primary Owner: Abbas, Sherri  
           customer  
 Topic: Planning Date/Time Created: 12/11/2007 14:21  
           Commission>Planning Date/Time Closed:  
           Commission

**Original Request**  
 I understand that the City of Rocklin has released details of a proposed 240,000 sf Walmart SuperCenter in Rocklin.  
  
 As a Rocklin resident and an employee of a small business that is located in Rocklin, I am COMPLETELY opposed to a new Walmart. In fact, I do not shop at the existing Walmart on Hwy 65 or Roseville, as I believe that they harm small businesses in our community.  
  
 Sincerely,  
 Linda Morley  
 A concerned Rocklin resident !

**Customer Communications**  
 No records of communication activities found

**Internal Activity**  
**Internal Notes**  
 No records for internal activities found  
**Tasks**

Complete	Due	Subject	Assigned By	Assigned To	Status

**Case Contacts**

Role	Name	Email	Phone
Primary Owner	Abbas, Sherri	Sherri.Abbas@rocklin.ca.us	
Secondary Owner	Richardson, Terry	Terry.Richardson@rocklin.ca.us	

**Attachments**

No attachments found

**Activity History**  
No activity history recorded

**29-1** Please see Response to Comment 28-1.

January 23<sup>rd</sup>, 2007

Sherri Abbas  
Development Services Manager  
3970 Rocklin Road  
Rocklin, CA 95677

Ms. Abbas,

Regarding the Rocklin Crossings Project EIR, the consultant's study of urban decay completely low-balls the effect of a new shopping center on our local urban decay. The shopping centers along Granite are struggling very badly to stay afloat and the City hasn't sufficiently considered the impacts.

Building the Wal-Mart will make it almost impossible to end the vacancies we have now, and the businesses here will only be hurt by the Rocklin Crossings Project. We will have many more vacant storefronts along Granite in particular. I don't believe this is good for the future of the City and the EIR should say honestly that the urban decay impacts are going to be severe.

Sincerely,

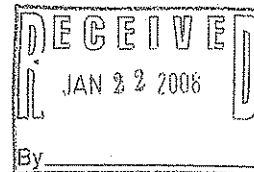
*David J. Merrill*

*5809 CLAIRMONT DR*

*Rocklin*

*CA 95677*

*David J. Merrill*



- 30-1** Please refer to the response to comment 28-1. The types of stores and centers along Granite Drive are not directly competitive with the planned Rocklin Crossings regional center.

January 23<sup>rd</sup>, 2007

Sherrí Abbas  
Development Services Manager  
3970 Rocklin Road  
Rocklin, CA 95677

Ms. Abbas,

The urban decay analysis of the Rocklin Crossings project is woefully inadequate in articulating the impacts of the project on town.

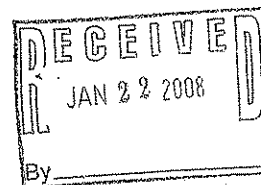
It fails to address the following that must be considered before the City Council reviews the project:

- With the Rocklin Crossings, Stanford Plaza, Blue Oaks Town Center, Granite Drive and Rocklin Marketplace all coming into town as new or improved projects, why doesn't the EIR make clear the dangers of adding so much retail development at once. There is no detailed analysis provided of whether all of these projects can survive simultaneously.
- The study admits that few residents will come from Roseville where there are already plenty of retail options. Then it claims that the project would attract \$230.5 million in retail sales in 2009 – but it fails to justify where these millions of dollars will come from. It certainly can't be from Rocklin considering that our current shopping centers already cannot make ends meet.
- The study also says on page 5-5 that any vacancies will eventually be filled within a year. Many of the vacant stores along Granite have been vacant for much longer than that already, so that begs the question: who are these "brokers" and what quantitative methodology are they using to make that claim? It is certainly not provided in this five page economic impact study.

For these reasons, the City of Rocklin should reevaluate the economic impact study and make it comprehensive and truly quantifiable rather than making unverifiable guesses about the impacts.

Sincerely,

HELEN MURIELLO  
5009 Clairmont Dr.  
Rocklin, Cal. 95677  
Helen Muriello



**31-1** Bullet Point 1: The findings from the Economic Impact Analysis indicate that, if all of the retail square footage in Rocklin Crossings and the other five proposed projects is built and occupied by 2009, there will likely be an oversupply of space in several categories. Development surges of this type are not uncommon. They occur during periods of: (a) strong population growth; (b) strength in market demand; and (c) retailer confidence in the desirability of a market area and its long term potential as a desirable place to do business. Such surges often lead to one or more of the following: slower than anticipated absorption (leasing) of new space; lower initial sales volume; and a longer than anticipated period of time to reach stabilized sales. In addition, in the face of projected overbuilding in a market area, some developers and lenders may decide to delay or cancel projects that do not have strong anchor tenants or are otherwise having difficulty preleasing space. Surges do not necessarily, or typically, result in urban decay, but rather reflect expected business cycles that prudent entrepreneurs anticipate and plan for. In an otherwise healthy economy, if a center owner keeps up the maintenance and exterior appearance of its property, urban decay should not result from short term vacancies.

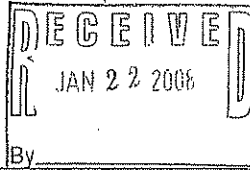
Bullet Point 2: Please refer to the response to comment 24-1, which addresses the sources of demand for Rocklin Crossings.

Bullet Point 3: Please refer to the response to comment 28-1 for a discussion of vacant retail space on Granite Drive. The retail leasing brokers interviewed for the Economic Impact Analysis primarily handle the leasing of space at larger shopping centers in the Rocklin and Roseville areas. The brokers base their opinions on their particular experience at the centers that they and their companies cover. It is possible that there are some small centers on Granite Drive with higher rates of vacancies that aren't covered by local brokers. However, these smaller neighborhood-oriented shopping centers of less than 50,000 square feet are not competitive with the type of regional center proposed at Rocklin Crossings. Rocklin Crossings is not expected to compete with smaller neighborhood retail developments for tenants providing convenience good and services (such as dry cleaner, nail salon, etc.) oriented towards local neighborhood shoppers. The stores at Rocklin Crossings will be larger and oriented towards comparison shopping, not convenience goods/services. Therefore, the small centers on Granite Drive are not expected to be negatively impacted by the new space at Rocklin Crossings. A more comprehensive discussion of the potential for urban decay is presented in the full Economic Impact Analysis report that appears in Appendix B of the Draft EIR.



~~ARANTH NARAIN,~~  
~~8708 WINDY C~~  
ROCKLIN, CA 95765

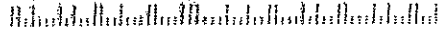
SACRAMENTO, CA 957  
14 JAN 2006 9:45 T



Healthy Rocklin Coalition  
P.O. Box 865  
Rocklin, CA 95677

[www.HealthyRocklin.com](http://www.HealthyRocklin.com)

95677+0865



As an area Rocklin resident, I support the Healthy Rocklin Coalition (HRC) in their efforts to preserve our community's unique character and encouraging smart growth by opposing the proposed Rocklin Crossings development. I believe Rocklin deserves better than a Wal-Mart Supercenter and therefore give HRC permission to use this card and information in advocacy materials. Please consider me a member of their coalition and include me on any future mailings regarding their efforts.

\*\*\* Please write your comments and concerns about the proposed project below. \*\*\*

I am appalled that the City Manager does not take a firm stance of resisting pressure from big business interests like "Walmart", since he should know that all Walmart cares about is profit even if it means trashing the ecology in the area. Walmart does not care a hoot about our community and it's time to give them the boot! Goodbye.

- 32-1** The commenter's opposition to the proposed project and concerns with area ecology are noted. The Draft EIR also concluded that with implementation of the identified mitigation measures, the majority of the project's biological resource impacts (including impacts to wetlands, native oak and heritage trees, valley elderberry longhorn beetle habitat, raptors and migratory birds, and Chinook salmon and steelhead trout habitat) would be reduced to less-than-significant levels. In addition, impacts to other biological resources (including special-status plant species, California re-legged frog habitat, western pond turtle habitat, and burrowing owl habitat) would be less than significant without mitigation. In the short-term, the project would result in significant and unavoidable impacts associated with the loss of oak trees. However, in the long-term, two oak trees would be planted within the City for every tree removed from the site, reducing the impact on oak trees to a less-than-significant level. With respect to wetlands, the project applicant would be required to compensate for the acreage of wetlands filled with project implementation in order to ensure no net loss of wetland resources. The project applicant proposes to compensate for wetland removal through the purchase of appropriate wetland credits (i.e., 0.426 acre of seasonal wetlands) from an agency-approved mitigation bank or through a contribution to an In-lieu Fee Fund. By replacing the wetland resources removed with site development, the proposed project would be consistent with the City's wetland protection policies, and the impact to wetlands would be less than significant. For a detailed discussion of these issues and mitigation, the commenter is referred to Section 4.12, Biological Resources of the Draft EIR. As the commenter does not raise any specific substantive comments on the contents of the Draft EIR, no additional response is necessary.

January 23<sup>rd</sup>, 2008

Sherri Abbas  
Development Services Manager  
3970 Rocklin Road  
Rocklin, CA 95677

Dear Ms. Abbas,

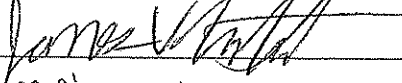

We have many concerns concerning the Wal-Mart and Rocklin Crossings project. We would like to address a few of these:

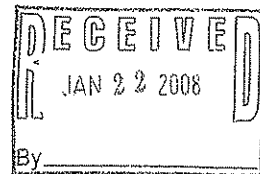
1. Wal-Marts attract a lot of crime which will be costly for the Police Department. Will Wal-Mart be paying the city for increased costs of patrolling and responding to the Wal-Mart?
2. Our environment has been taking a beating for a number of years with the increased growth of Rocklin/Roseville. We, along with many others, feel that we should leave some empty places for our wildlife.
3. We moved to Loomis from Rocklin to a 2 ½ acre lot to get out of the city. If there is a shopping area right around the corner it will seem that the city is following us.
4. The rivers and creeks have been filling up more and more. If we build more buildings they will fill up even more and flood houses during the rainy season.
5. Salmon used to swim up Secret Ravine to breed, but now there are few fish to be found in this creek, due to another housing development built further up the creek.
6. There are many empty buildings in Rocklin that could be filled with these different businesses. Don't you think that it would be a good idea, not only economically as well as environmentally, to fill these buildings before building others?

These are just a few of our concerns, but as you can see they are valid. We would appreciate it if you would take another look at the Rocklin Crossings Project and veto it.

Thank you very much,

Mr. and Mrs. James and Melissa Netzel

  
\_\_\_\_\_  
  
\_\_\_\_\_



**33-1** As described on page 4.6-20 of the Draft EIR, development of the proposed project would result in increased demand for police protection services. The project could increase petty theft, vandalism, and car-related crimes that are typically associated with large shopping centers and parking lots. In order to minimize crime at the project site, the project includes the implementation of security measures that are intended to ensure the safety of employees and the public. In particular, the proposed Wal-Mart Supercenter would install closed-circuit camera systems (surveillance cameras) inside and outside the store; would provide a parking lot patrol during the day and nighttime hours; would use a plainclothes patrol inside the store, and would have a risk control team responsible for safety and security issues at the site.

The project site is currently served by the Rocklin Police Department, which is headquartered at 4080 Rocklin Road, approximately 2 miles southwest of the project site. Funding for department operations comes from the City's general fund. New police services, including officers and equipment, are funded on an as-needed basis through approval from the City Council.

Due to the project's direct access to Interstate 80 and Sierra College Boulevard, police patrol vehicles could easily access the site from multiple directions. The project would not include any components that would impede the Police Department's current response times and because of the onsite security measures, would not be expected to substantially increase the demand for police protection facilities or equipment. In addition, the project would generate sales tax revenues that could support additional police protection requirements deemed necessary by the City Council. For these reasons, the project's impacts on law enforcement services were determined in the Draft EIR to be less than significant. Please also see Response to Comment 51-1.

**33-2** The commenters' desires to maintain some empty places for wildlife is noted. While the implementation of the proposed project would result in the removal of common plant and wildlife species, these effects would not substantially reduce the habitat of any common species, cause a species to drop below self-sustaining levels, or threaten to eliminate a plant or animal community. Annual grassland is considered a common community both locally and regionally. Moreover, mobile wildlife currently using the project site could potentially move into adjacent rural residential and undeveloped areas. Therefore, the project's impact on common plant and wildlife species is considered less than significant. For more information on the biological resources of the project site and surrounding environment, the commenter is referred to Section 4.12, Biological Resources, of the Draft EIR. As the commenter does not raise any substantive comments on the contents of the Draft EIR, no additional response is necessary.

**33-3** The commenters' concerns regarding the development of a shopping center near their home is noted. For a discussion of the appropriateness of the project at the location being proposed, the commenter is referred to the Land Use Master Response. As the commenter does not raise any substantive comments on the contents of the Draft EIR, no additional response is necessary.

**33-4** The commenters' raise concerns regarding local flooding. For a discussion of the effect of the project on the potential for flooding see Responses to Comments 15-2 and 23-10. For a detailed discussion of the local hydrology and the proposed project's anticipated drainage impacts, the commenters are referred to Section 4.10, Hydrology and Water Quality, of the Draft EIR. For water quality issues, the commenter is referred to the Master Response on Water Quality.

- 33-5** The commenters' statements regarding the adverse effects of another housing project on salmon populations in Secret Ravine Creek are noted. For a discussion of the current status of special-status fish and their habitat in Secret Ravine Creek and the project's effect on Central Valley steelhead and Chinook salmon and their habitat and water quality in Secret Ravine Creek, see Master Response regarding Secret Ravine Creek and the technical memorandum on Secret Ravine Creek prepared by ECORP (Appendix A). As the commenter does not raise any substantive comments on the contents of the Draft EIR, no additional response is necessary.
- 33-6** The commenters suggest that other buildings be occupied before constructing the proposed project. The determination regarding whether the proposed project should be built based on the occupancy rate of other buildings within the City is a policy question that is not required by CEQA and therefore outside of the scope of this EIR. Moreover, it would not be feasible to use this project to fill available retail space in Rocklin. As Rocklin Crossings will be a regional shopping center and the available space occurs in neighborhood-oriented or community-oriented centers, this available space would not meet the basic objectives for the project.

**David Mohlenbrok**

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**From:** nick nichol [nnichol@pacbell.net]  
**Sent:** Monday, January 21, 2008 8:57 PM  
**To:** David Mohlenbrok  
**Subject:** Wal-Mart

This area does not need another Wal-Mart (especially a biggy one). They always want to get "pushy", once they have established themselves. The shoppers I know are very satisfied with the 2 regular sized ones with 4-5 miles.

Wal-Mart has a history of wanting to force the small businesses "out of town". They mainly look into good established areas and then force their way in. - - It is good that people are starting to object.  
M.N, Rocklin

- 34-1** The commenter's opposition to the proposed project is noted. As noted in Response to Comment 28-1, Rocklin Crossings would be a regional shopping center. Most of Rocklin and Loomis's current centers are neighborhood-oriented and only a few are community-oriented. This difference in orientation means that the centers are not directly competitive with each other. Neighborhood and community centers have much smaller market areas than regional centers. Because they are not directly competitive, these different types of centers, including small businesses, should be able to coexist without much sales diversions. As the commenter does not raise any substantive comments on the contents of the Draft EIR or otherwise raise significant environmental issues, no additional response is necessary.

January 20, 2008

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

Dear Mr. Mohlenbrok,

Thank you for the opportunity to make comments on the proposed Draft Environmental Impact Report (DEIR) for the Rocklin Crossings Development:

I am writing with regards to the "Conclusion" reached on page 7-4 of the DEIR in discussion a "No Project Alternatives". The conclusion erroneously suggests that a 13,500 square foot commercial development on 1.23 acres of land the developer is hoping to rezone will have impacts "...that are slightly reduced although substantially equivalent to those of the proposed project." The draft environmental impact report insufficiently supports this conclusion. To say that a residential development on that property will have anywhere near the same traffic impacts, energy impacts, air quality impacts, water consumption impacts, biological impacts, etc is ridiculous. The draft environmental impact study should and must take into consideration more than just one specific P-M LOS traffic issue when conducting a thorough analysis of a no-project alternative. A 543,500 square foot development will most certainly have a much, much greater impact on every issue studied in the DEIR and those specifics should be thoroughly reviewed and made available for discussion. Further, the DEIR should also take into consideration the additional impacts of the residential development being proposed directly adjacent to the commercial development.

As it stands now, the DEIR is insufficient in its No-Project Option and should be remedied.

Thank you.

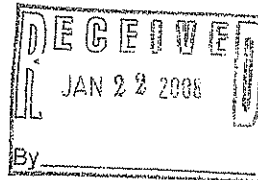
*Sarah H. Nitta*

*Sarah H. Nitta*

*1765 Fager Hill Rd.*

*Pennyn, CA 95663*

*(916) 663-3216*





**35-1** As described on page 7-3 of the Draft EIR, the No Project Alternative assumed development of the site consistent with the existing land use and zoning designations for the site in the near term. This assumption was based on the high demand for commercial/retail uses and sites with direct freeway access in western Placer County and the availability of adequate infrastructure at the site to support commercial development. In light of existing planning and zoning on the property, including a small area planned and zoned for residential uses (which would be modified under the proposed project), the No Project Alternative assumed that the 1.23 acres of the site currently designated for Medium Density Residential uses would develop with residential uses rather than commercial uses. Therefore, this alternative would include a small residential component. Based on the current zoning, approximately 7 to 10 homes were assumed to be constructed within this 1.23-acre area with the No Project Alternative. The inability to construct commercial development on this 1.23-acre area, absent general plan and zoning changes, would reduce the total commercial buildings by approximately 13,500 square feet for a total of approximately 530,000 square feet. Therefore, this alternative assumed development of a 530,000 square foot commercial facility and the construction of between 7 and 10 homes on the project site. This contrasts with the proposed project's 543,500 square foot commercial development.

With the implementation of the No Project Alternative, the adverse environmental impacts anticipated with the proposed project would continue to occur, although the development plan would be slightly altered. Instead of having a perimeter wall that extends along the entire eastern boundary of the property, within the 1.23-acre area, the wall would extend along the western side of the future residences. Because the commercial uses would be slightly reduced to accommodate for the residential uses, some variation in impacts would be anticipated. For example, for traffic, commercial development on approximately 1.23 acres would generate approximately 50 vehicle trips during the p.m. peak hour while residential development on the same property would generate approximately 10 vehicle trips during the same period. This would represent a reduction in p.m. peak vehicle trips of less than 3% when compared to the proposed project. Residential development would also slightly reduce air pollutant emissions and localized noise levels when compared to commercial development due to the reduction in vehicle trips and reduced overall activity level associated with residential uses. However, for air quality, the reduction in air emissions would be less than 3% of those generated by the proposed project. Both the proposed project and the No Project alternative would remove the same total area of biological resources; therefore, the impacts on biological resources would not differ between the two options.

The implementation of the No Project Alternative would represent a relatively negligible change in the proposed land uses on the site and would not be expected to reduce any significant environmental impacts of the proposed project to less-than-significant levels.

The analyses of the potential impacts associated with implementation of the Rocklin 60 project in combination with the proposed project are included throughout Chapter 4, Environmental Setting, Environmental Impacts, and Mitigation, and Chapter 6, Cumulative and Growth inducing Impacts, of the Draft EIR.

January 23<sup>rd</sup>, 2008

Sherri Abbas  
Development Services Manager  
3970 Rocklin Road  
Rocklin, CA 95677

Ms. Abbas,

What is the timetable for road improvements on highway 80 that will be necessary once the Wal-Mart is built? How will the City force the state and Loomis to join them in footing the bill to approve new improvements? These jurisdictions will be effected by this new development, so why aren't they a part of they approval process as well?

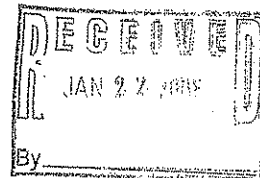
Sincerely,

*Sarah H. Nitta*

1765 Fager Hill Rd

Pennyn CA 95663

*Sarah H. Nitta*



**36-1** There is no improvement necessary for I-80 freeway mainline beyond those that have been recently completed and those that are anticipated over the next two to three years. The 2025 freeway mainline analysis shows that freeway segments in the study area operate at acceptable level of service in 2025 under the “with project” scenario conditions. The City of Rocklin is the sole jurisdiction for approval of the Rocklin Crossings project. The City of Rocklin is required to verify that all mitigation measures within their control are implemented.

Recent completion of the Douglas Boulevard/I-80 Interchange improvement project and the addition of a lane on I-80 between Riverside Boulevard and Douglas Boulevard has considerably reduced the eastbound traffic congestion on I-80 in and through Roseville. Moreover, as a part of the Sac/Pls I-80 Operational & Capacity Improvement Project, Phase 3A, Caltrans will be constructing the westbound extension of the bus/carpool (HOV) lane and auxiliary lanes from Miners’ Ravine to State Route 65, which will further relieve traffic congestion. Construction is planned to start in 2009 with completion scheduled for 2011. These improvements will result in reduced traffic congestion along the section of I-80 in the Roseville/Rocklin region.

January 23rd, 2008

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

**Re: Rocklin Crossings DEIR**

Dear Mr. David Mohlenbrok,

Thank you for the opportunity to comment on the DEIR for the Rocklin Crossings Development. I do not believe the City should amend any further commercial zoning for the proposed Rocklin Crossings Development, even if the acreage is 1.23. The developer should be forced to utilize the development area they are given and perhaps focus on providing some park space or open space designations for the area.

Sincerely,

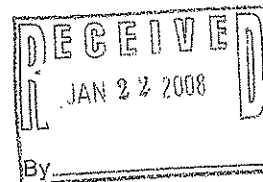


Christie Olsen

1616 Jorguil Dr.

Roseville, CA 95747

916-771-5993



- 37-1** The commenter's opposition to rezoning the 1.23 acres of residential uses to commercial uses on the project site is noted. With the exception of that 1.23 acres, the proposed land use and level of development is predominantly consistent with the City's long-time general plan and zoning designations for the property, which reflect its potential as a tax-generating commercial area due to its proximity to, and visibility from, Interstate 80. With the exception of the 1.23 acres, the project is also consistent with the City's general plan and zoning designations for project site. While currently not fully developed, the adjacent properties are predominantly designated Retail Commercial, with only the properties to the east of the project site designated for residential use. Thus the project's location is consistent with the City's long-term planning for the area. As the commenter does not raise any substantive comments on the contents of the Draft EIR or otherwise raise significant environmental issues, no additional response is necessary.

January 23<sup>rd</sup>, 2008

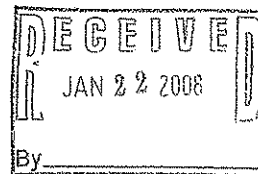
Sherri Abbas  
Development Services Manager  
3970 Rocklin Road  
Rocklin, CA 95677

Ms. Abbas,

The urban decay section of the Rocklin Crossings Project says that because Roseville has many of its own retail options and that Rocklin is unlikely to attract new retail sales. What assurances do Rocklin residents have that our small town will actually be able to sustain two new big boxes? The study says that we are trying to recapture sales tax leakage, but what evidence is there that this development will be able to survive economically and won't be subject to the same blight that is threatened along Granite?

Sincerely,

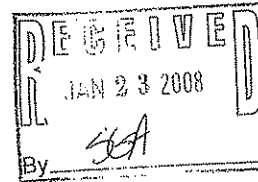
*Janet Olsen* JANET OLSEN  
7790 Wayland  
Loomis CA 95650  
*Janet Olsen*



**38-1** Please refer to the response to comment 24-1 on the sources of market demand for Rocklin Crossings.

Frank and Jayne Parker  
4435 Dias Lane  
Loomis, CA 95650  
January 19, 2008

Mr. David Mohlenbrok  
Ms. Sherri Abbas  
City of Rocklin  
3970 Rocklin Road  
Rocklin, CA 95677



Dear Mr. Mohlenbrok and Ms. Abbas;

We have had a home on Dias Lane, Loomis for 36 years. This area is known for its beautiful rural quality with some properties lying on Secret Ravine Creek. The residents here treasure their quality of life.

The proposed Rocklin Crossings shopping center as depicted in the Draft Environmental Impact Report is alien to the area in which it will be built. We believe the Wal-Mart shopping center should be not included, but if included should never be a Supercenter Wal-Mart for many reasons. A big box store as that would impact our entire area, and for those of us living on Dias Lane, it would eliminate our way of life.

The pollution from this shopping center would infect the entire Loomis community. There would be pollution from water runoff into Secret Ravine Creek, and that should be addressed adequately. Some years there are serious rains which cause flooding conditions, and this could be made more serious by runoffs from the shopping center. There would be pollution from idling delivery trucks, as well as from the increased traffic. There would be pollution from lights in the parking lots. There would be pollution in noise levels. All of these things have to be addressed in the final EIR to the satisfaction of everyone in the adjacent area.

We propose that you rethink the layout of Rocklin Crossings, and make it more environmentally and architecturally friendly to the visitors as well as to the surrounding communities. As it is now, it is not attractive, is stark, does not contribute to the sense of contributing positively to a rural community such as Loomis.

Thank you for your time in considering our concerns.

*Frank E. Parker  
and Jayne E. Parker*



- 39-1** The commenters raise concerns regarding water quality degradation within Secret Ravine Creek, local flooding, pollution from idling trucks and increased traffic, pollution from lights in the parking lots, and noise pollution. For a discussion of the current status of special-status fish and their habitat in Secret Ravine Creek and the project's effect on Central Valley steelhead and Chinook salmon and their habitat and water quality in Secret Ravine Creek, see Master Response regarding Secret Ravine Creek and the technical memorandum on Secret Ravine Creek prepared by ECORP (Appendix A). For a discussion of the effect of the project on the potential for flooding see Responses to Comments 15-2 and 23-10.

Emissions from idling trucks and traffic would be reduced by implementation of Mitigation Measures 4.3-2, which has been revised to be more specific, as noted in the Master Response on Energy Conservation and Air Quality Mitigation. The project would implement Mitigation Measure 4.7-4, which addresses impacts due to light and glare, and includes the development and approval of a lighting plan to ensure project lighting does not cause any nuisance to adjoining streets or properties. Included in the lighting plan will be night dimming for the project's two major retail tenants, in which internal lighting is dimmed to approximately 65% of typical evening illumination during the late night hours. Night dimming, in combination with the lighting mitigation measures included in the Draft EIR, would substantially reduce the project's anticipated nighttime light impacts. As discussed under Impact 4.4-3, the proposed project would not result in traffic noise level increases exceeding 3 dBA; thus, such noise increase is not considered perceptible to humans, and is considered less than significant. Truck delivery noise, as well as other stationary- or area-source noise levels would be mitigated with implementation of Mitigation Measure 4.4-4 which requires noise barriers, among other measures. For a detailed discussion of these issues, the commenters are referred to the following sections of the Draft EIR: Section 4.10, Hydrology and Water Quality; Section 4.3, Air Quality; Section 4.7, Aesthetics; and Section 4.4, Noise. For water quality issues, the commenter is also referred to the Master Response on Water Quality.

The commenters also raise concerns regarding the visual character of the proposed project. These concerns are noted. The aesthetics of landscape for the project would be addressed by Mitigation Measure 4.7-3 and the project's compliance with the City of Rocklin Municipal Code, which requires that all projects undergo design review (Municipal Code, Section 17.72.020). As part of the design review process, the project applicant is required to provide detailed information regarding the project's architectural design to ensure that development of the site is of high quality and does not create visual incompatibilities. For a detailed discussion of the project's proposed architectural character, the commenters are referred to Section 3.5.10 on page 3-14 of the Draft EIR. For a discussion of the project's visual resource impacts, the commenters are referred to Section 4.7, Aesthetics; of the Draft EIR.

January 23<sup>rd</sup>, 2008

Sherri Abbas  
Development Services Manager  
3970 Rocklin Road  
Rocklin, CA 95677

Ms. Abbas,

I'm alarmed that the Rocklin/Loomis area has grown so much and so fast in recent years. This used to be a quiet, safe area for families.

City Hall is mishandling priorities if they think that MORE is the right answer. We have everything we need and can't even keep what we have. More effort should be made to fill the old Albertson's store on Granite first before we build new big box stores on nice undeveloped land.

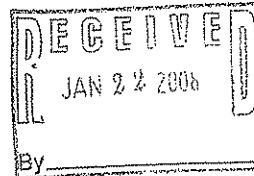
Sincerely,

*Mrs. C. E. Pittman*

*5407 Elm Ct.*

*Loomis, Cal. 95650*

*Katherine E. Pittman*

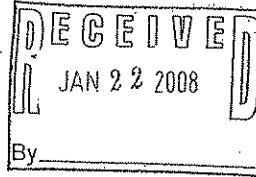
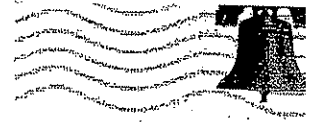


- 40-1** The commenter's opposition to the proposed project and desire to have more effort directed to filling the old Albertson's store before building new stores is noted. The determination regarding whether the proposed project should be built based on the occupancy rate of other buildings within the City is a policy question that is not required by CEQA and therefore outside of the scope of this EIR. Moreover, it would not be feasible to use this project to fill available retail space in Rocklin. As Rocklin Crossings would be a regional shopping center and the available space occurs in neighborhood-oriented or community-oriented centers, the available space would not meet the basic objectives for the project,. As the commenter does not raise any substantive comments on the contents of the Draft EIR or otherwise raise significant environmental issues, no additional response is necessary. Please also see Response to Comment 28-1. For a discussion of the appropriateness of the project at the location being proposed, the commenter is referred to the Land Use Master Response.

Robert E Maxine Pohan  
3842 Sweetwater Dr.  
Rocklin, CA  
95677

SACRAMENTO CA 957

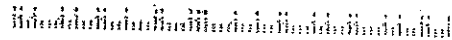
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Healthy Rocklin Coalition  
P.O. Box 865  
Rocklin, CA 95677

[www.HealthyRocklin.com](http://www.HealthyRocklin.com)

95677-0865



As an area Rocklin resident, I support the Healthy Rocklin Coalition (HRC) in their efforts to preserve our community's unique character and encouraging smart growth by opposing the proposed Rocklin Crossings development. I believe Rocklin deserves better than a Wal-Mart Supercenter and therefore give HRC permission to use this card and information in advocacy materials. Please consider me a member of their coalition and include me on any future mailings regarding their efforts.

\*\*\* Please write your comments and concerns about the proposed project below. \*\*\*

We do not need another Wal-Mart! It is more than time that we stop having developers, businesses and our city council dictate to us what they think we need. Once again we are increasing traffic, pollution and generally a negative effect on our community. The quality of life is dramatically changing in our area.

- 41-1** The commenter's opposition to the proposed project is noted. The traffic study has analyzed study intersections consistent with city standards and has proposed improvements to mitigate project impacts at locations where the project significantly impacts operating condition of the intersections and roadway segments. The proposed improvements would mitigate the project impacts to less-than-significant levels per City standards. With respect to air quality, project emissions associated with both construction and operation were modeled in accordance with PCAPCD-recommended methods. While the project has the potential to result in significant PM<sub>10</sub> emissions for construction and ROG, NO<sub>x</sub>, PM<sub>10</sub> and CO for operations, the project would implement Mitigation Measures 4.3-1 and 4.3-2 to reduce these impacts. Mitigation Measure 4.3-1 would reduce construction emission impacts to less than significant levels. While operational emissions would remain significant and unavoidable due to vehicle emissions, Mitigation Measure 4.3-2 would substantially reduce the level of the operational emissions. For a discussion of the project's effect on water quality in Secret Ravine Creek, see Master Response regarding Secret Ravine Creek and the technical memorandum on Secret Ravine Creek prepared by ECORP (Appendix A). As the commenter does not raise any substantive comments on the contents of the Draft EIR or otherwise raise any specific significant environmental issues, no additional response is necessary.

As an area Rocklin resident, I support the Healthy Rocklin Coalition (HRC) in their efforts to preserve our community's unique character and encouraging smart growth by opposing the proposed Rocklin Crossings development. I believe Rocklin deserves better than a Wal-Mart Supercenter and therefore give HRC permission to use this card and information in advocacy materials. Please consider me a member of their coalition and include me on any future mailings regarding their efforts.

\*\*\* Please write your comments and concerns about the proposed project below. \*\*\*

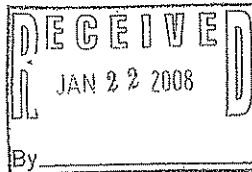
There is already too much congestion on the streets and highways - also, the loss of 7,500 beautiful oak trees that are not only beautiful and a treasure is next to criminal. Let's keep in mind it's not just their beauty it's also our health - plants, trees, etc. are necessary for breathing. Furthermore we have enough paper as it is.

Christina Presley / Christina Presley

R.C. Presley  
3027 Crestwood Way  
Rocklin, Ca 95765

SACRAMENTO, CA 957

16 JAN 2008 PM 6 L



Healthy Rocklin Coalition  
P.O. Box 865  
Rocklin, CA 95677

[www.HealthyRocklin.com](http://www.HealthyRocklin.com)

95677+0865



**42-1** The commenter's concerns regarding traffic congestion are noted. The traffic study has analyzed study intersections consistent with city standards and has proposed improvements to mitigate project impacts at locations where the project significantly impacts operating condition of the intersections and roadway segments. The proposed improvements would mitigate the project impacts to less-than-significant levels per City standards. For a detailed discussion of the project's traffic impacts, the commenter is referred to Section 4.2, Traffic and Circulation, of the Draft EIR.

The commenter raises concerns regarding the loss of 1,500 oak trees with project development. The commenter incorrectly identifies the number of oak trees anticipated to be removed with site development. Based on the native oak tree surveys conducted for the site, approximately 221 native oak trees would be removed from the site with project implementation. In the short-term, the removal of these trees would be considered a significant and unavoidable impact because the removed trees would not be immediately replaced with mature oak trees. However, in the long-term, two trees will be required to be planted for each tree removed, resulting in twice as many trees located within the City as are currently present on the project site.



Tasks	eFM	Customers	Setup	Help	New Features!	Welcome, David Mohlenbrok · LOGOUT
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- eFM Cases**
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Case Details

[View Print Version](#)

Case Number: 19052 Status: New

Customer: Anonymous external customer Location of Request:  
[View customer's 1 open cases](#)

Preferred Contact Method: None

Submitted By: Anonymous customer Request Type: Suggestion  
Primary Owner: Abbas, Sherri

Topic: Planning Date/Time Created: 01/23/2008 17:56  
 Commission>Planning Date/Time Closed:  
 Commission

**Original Request**

To members of the Rocklin City Council and Planning Commission:

Just before I sat down to write this letter I glanced out my upstairs window. Strutting across the field against a backdrop of oaks were seven of the fattest turkeys I have ever seen. The sight of those enormous birds reminded me of all that we will lose, as well as the many undesirable things we will gain, if the Rocklin Crossings Project is approved.

The land slated to be developed is an island of meadows, wetlands and oaks situated between Interstate 80 and the country homes (zoned 2.3 acres) of Loomis. This island is home to deer, foxes, coyotes, raccoons, rabbits, turkeys, quail, geese and many others. I observe all of this wildlife regularly. During the winter the rains soak into the soil, replenishing our water table. The many trees buffer the freeway, softening the noise and helping to purify the air. Is it acceptable to completely wipe out all of the meadows, wetlands, trees and wildlife, paving it over with parking lots, roads and big buildings? Absolutely not!

Of course, we will also gain many things, notably a Super Walmart and a Home Depot. However, we already have two Home Depots and two Walmarts (one a Super Walmart) within a few miles of us. We neither need nor want more of these stores.

We will also gain pollution- air pollution, noise pollution, light pollution and water pollution. Since I have lived in this neighborhood near I-80 I have acquired asthma. I am greatly concerned about the increased pollution this project will create. I have no doubt that it will negatively impact my health. For this reason and others we tried to sell our house for a year and a half, but very few people came to see it- even though it is a nice house of over 2000 feet on nearly a half acre. When people called my realtor for information about our house, they inevitably asked about the proximity of the Rocklin Crossings Project- and then declined to see our house. So even though it will adversely affect my health, this project has already made it impossible to move.

We will also have to deal with continual noise pollution. Super Walmarts are 24 hour businesses.



There will be noisy parking lot sweeper trucks at night and huge delivery trucks coming and going around the clock. The noise will never quit.

Maybe there are those who consider light pollution to be a "light" and insignificant issue. However, it constitutes a never-ending nuisance and the terrible loss of the night sky. Our family has enjoyed identifying constellations and watching meteor showers. These activities will be a thing of the past if this project is approved. The lights will permanently blot out the night sky.

Since we reside near Secret Ravine Creek, a salmon habitat, we are also very concerned about the negative impact of construction and water pollution from this giant shopping center. The creek has already suffered from the construction of a nearby subdivision. For the first time in many years no salmon migrated up the creek. With the disturbance of construction and then the polluted water run-off of hundreds of acres of pavement, the creek will certainly be affected. It is supposed to be federally protected, but that does not seem to be enough. We wonder if we will ever again see salmon in the creek.

Finally, one of the worst things we will gain from this project is terrible traffic congestion. The traffic nightmare will affect people for miles around. Passenger vehicles and large trucks will converge on the Sierra College/-80 intersection from this shopping center, nearby subdivisions, Sierra College, Interstate 80 and all of the regular traffic on Sierra College Boulevard. It seems impossible for one intersection and one short stretch of road to handle all of this traffic. Furthermore, traffic will only increase as the years pass.

All of these negative impacts weigh heavily against approval of this project. A beneficial project for this location would bring something new to this area, blend into the rural atmosphere of Loomis, cause less harm to the environment and not exacerbate traffic problems. Something like a resort hotel with a golf course or horse riding trails and gourmet restaurants would benefit both Rocklin and Loomis. We ask that you please consider all of the detrimental impacts of this project. Certainly something else could be planned that would be more attractive to both Loomis and Rocklin.

Thank you,

Rusty and Lisa Pywtorak  
(916)652-8925  
4255 Dias Lane  
Loomis, CA 95650

Customer Communications

No records of communication activities found

Internal Activity

Internal Notes

No records for internal activities found

Tasks

Complete	Due	Subject	Assigned By	Assigned To	Status
No records for internal activities found					

Case Contacts

Role	Name	Email	Phone
Primary Owner	Abbas, Sherri	Sherr.Abbas@rocklin.ca.us	
Secondary Owner	Richardson, Terry	Terry.Richardson@rocklin.ca.us	

Attachments

No attachments found

Activity History  
No activity history recorded

- 43-1** The commenter's concerns regarding the loss of wildlife resources are noted. While the implementation of the proposed project would result in the removal of common plant and wildlife species, these effects would not substantially reduce the habitat of any common species, cause a species to drop below self-sustaining levels, or threaten to eliminate a plant or animal community. Annual grassland is considered a common community both locally and regionally. Moreover, mobile wildlife currently using the project site, such as those species mentioned by the commenter, could potentially move into adjacent rural residential and undeveloped areas. Therefore, the project's impact on common plant and wildlife species is considered less than significant.

With respect to wetlands, the project applicant will be required to compensate for the acreage of wetlands filled with project implementation in order to ensure no net loss of wetland resources. The project applicant proposes to compensate for wetland removal through the purchase of appropriate wetland credits (i.e., 0.426 acre of seasonal wetlands) from an agency-approved mitigation bank or through a contribution to an In-lieu Fee Fund. By replacing the wetland resources removed with site development, the proposed project would be consistent with the City's wetland protection policies, and the impact to wetlands will be less than significant.

As stated on page 4.12-22 of the Draft EIR, the proposed project would result in the removal of all of the native oak trees on the site, including two heritage trees. In the short-term, the removal of these trees would be considered a significant and unavoidable impact because the removed trees would not be immediately replaced with mature oak trees. However, in the long-term, the trees removed with site development would be replaced at a minimum of a 2:1 ratio and/or the project applicant would be required to contribute to the City of Rocklin's Oak Tree Preservation Fund, consistent with the City's Oak Tree Preservation Ordinance. The commenter is referred to Response to Comment 9-4 for more information regarding the City's Oak Tree Preservation Ordinance and its applicability to the proposed project.

For more information on the biological resources of the project site and surrounding environment, the commenter is referred to Section 4.12, Biological Resources, of the Draft EIR. The commenter's opposition to the proposed project is noted.

- 43-2** The commenter's concerns about the project's impacts are noted. The project will incorporate mitigation to reduce impacts associated with air quality, noise, lighting and glare and water quality for both construction and operational activities. For more detailed information on these issues, the commenter is referred to Section 4.3, Air Quality; Section 4.4, Noise; Section 4.7, Aesthetics; and Section 4.10, Hydrology and Water Quality of the Draft EIR. For water quality issues, the commenter is also referred to the Master Response on Water Quality.

Furthermore, the project is not anticipated to cause any adverse health effects. A Health Risk Assessment was prepared to determine the exposure levels for the future residents within the proposed Rocklin 60 residential development due to their direct proximity to the project site. The results of the Health Risk Assessment are directly applicable to existing residents. Based on the modeling results included in the Health Risk Assessment, the highest lifetime cancer risk for an individual residence within the proposed Rocklin 60 residential development was identified as 5.1 in a million.

The further residences are away from the project site, generally the lower the estimated cancer risk. For the majority of the potential future residences within the Rocklin 60 development, the cancer risk level was identified as 1 in a million or less. These estimated cancer risk levels are conservatively based on a hypothetical individual exposed to carcinogenic emissions from the project site continuously, 24 hours per day, 365 days per year for a 70-year lifetime, which is very unlikely to occur in reality.

Thus, the lifetime cancer risk associated with operation of the proposed project for the existing residences (which are located farther to the east than the proposed Rocklin 60 project residences) would be 1 in a million or less. This level would not exceed the Placer County Air Pollution Control District cancer risk significance level of 10 in a million. Therefore, existing residences would not be exposed to excessive health risks with project implementation.

The project's effects on home sales are outside of the scope of this EIR. (See *Hecton v. People of the State of California* (1976) 58 Cal.App.3d 653, 656 (possible decline in property values is not an environmental issue under CEQA).) Notably, however, the project site has been planned and zoned for commercial uses for many years, so the proposal to develop the site consistent with past planning and zoning decisions is not unexpected.

- 43-3** The commenter's concerns regarding noise pollution are noted. With respect to nighttime parking lot activity, the 24-hour nature of some of the stores will ensure that nighttime parking lot activity would occur at the project site. However, nighttime activity would be at a considerably less intensive level than daytime activity, and most of the parking areas will be well shielded from the residences to the east by intervening buildings; and those parking spaces that would not be shielded by buildings would be shielded by the recommended noise barrier along the eastern site boundary. As a result, significant noise impacts associated with nighttime parking lot activity are not expected.

With respect to nighttime truck deliveries, the analysis concluded that with the recommended property line noise barrier, noise impacts would not occur at the nearest residences to the east. The analysis focused on residences proposed adjacent to the project site in the Rocklin 60 Residential Development, with some residences located as close as 70 feet from the truck unloading/passby areas. At residences further east, noise levels would be even lower due to standard reduction of sound with distance. As a result of that additional distance and the proposed noise barrier, significant noise impacts associated with nighttime truck deliveries are not identified. Furthermore, noise from parking lot activities is considerably lower than noise from truck passages and unloading. Therefore, the features of the project included to reduce truck delivery noise impacts at night would be more than adequate to reduce nighttime parking lot noise to a less than significant level. For a discussion of the noise impacts associated with the project's 24-hour operations, including parking lot sweeper and delivery truck noise, the commenter is referred to the discussion under Impact 4.4-4 commencing on page 4.4-14 of the Draft EIR. Mitigation measures have been identified to reduce the project's noise impact on residences to the east to below significance levels. See page 4.4-19 of the Draft EIR for a description of these mitigation measures.

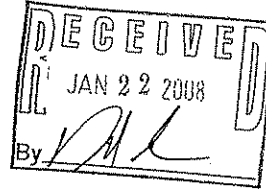
- 43-4** The commenter's concerns regarding light pollution are noted. The project would be required to implement Mitigation Measure 4.7-4, which addresses impacts due to light and glare, and includes the development and approval of a lighting plan to ensure project lighting does not cause any nuisance to adjoining streets or properties. For more information on this issue, the commenter is referred to the discussion under Impact 4.7-4 commencing on page 4.7-9 of the Draft EIR. It should also be noted that Impact 6-22 on page 6-50 of the Draft EIR identified the project's contribution to cumulative visual impacts. The EIR for the City of Rocklin General Plan concluded that development in accordance with the General Plan would substantially alter viewsheds and vistas in the region as open grasslands and hills are replaced in part by mixed urban development and as new sources of light and glare are generated in the region. Based on these anticipated changes in the regional visual resources, the General Plan EIR concluded that this aesthetic impact would be significant and unavoidable, and the Rocklin City Council

adopted Findings of Fact and Statement of Overriding Considerations in recognition of this impact. Because the cumulative aesthetic impacts of development are identified in the General Plan EIR as significant and the project would contribute measurably to this change, the project's visual resources impacts were identified as significant and unavoidable.

- 43-5** For a discussion of the current status of special-status fish in Secret Ravine Creek and the project's effect on Central Valley steelhead, Chinook salmon and their habitat and water quality in Secret Ravine Creek, see the Master Response regarding Secret Ravine Creek and the technical memorandum on Secret Ravine Creek prepared by ECORP (Appendix A).
- 43-6** The traffic study has analyzed the effects of additional traffic produced by the Rocklin Crossings project on existing roadway infrastructure in the immediate vicinity of the project as well as at the regional level. Also, the improvement of the Sierra College Boulevard interchange, which will add capacity to the ramp intersections, is currently under construction. Finally, the traffic analysis has also analyzed the future 2025 traffic conditions at the Sierra College Boulevard interchange, which show that the ramp intersections will operate at acceptable level of service even with 2025 traffic conditions.
- 43-7** The commenter's statement that a resort hotel with a golf course or horse riding trails and gourmet restaurants would benefit both Rocklin and Loomis is noted. Section 15126.6, subdivision (a), of the State CEQA Guidelines requires EIRs to describe "... a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation." Subdivision (f)(1) of the same Guideline adds that, in determining what sorts of alternatives to include, a lead agency may consider factors such as "general plan consistency" and "other plans and regulatory limitations." Furthermore, possible alternatives may be eliminated from consideration due to "failure to meet most of the basic objectives" of a proposed project. (CEQA Guidelines, Section 15126.6, subd. (c).) Based on these legal directives, the City evaluated six alternatives to the proposed project in the Draft EIR. These included a No Project Alternative, a Reduced Size Alternative, a Building Realignment Alternative, Offsite Alternative #1, Offsite Alternative #2, and Offsite Alternative #3. Potential uses such as a resort hotel with a golf course and horse riding trails were not addressed because they are inconsistent with the planning and zoning designations for the project site and would not attain the basic project objectives of the project, as set forth in the Draft EIR. For a discussion of alternatives to the proposed project, the commenter is referred to Chapter 7, Alternatives, of the Draft EIR.

January 18, 2008

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



Re: Comments on the Draft EIR for the Rocklin Crossings Project

Dear Sir or Madam:

I represent myself, property owner of APN 045-043-030, and Margaret and Richard Ramsey, property owners of APN 045-043-052, 045-043-032 and 045-043-009. These comments are being submitted in response to the Draft EIR for the proposed Rocklin Crossings project.

Our above-referenced parcels are located within the City of Rocklin and are located in close proximity to the proposed Rocklin Crossings project. Three of our properties have existing residences. Our homes are the nearest existing residences east of the proposed project and will be greatly affected by the proposed project. The proposed project will be less than two hundred feet from the property of Margaret and Richard Ramsey and about three hundred feet from their personal residence.

#### WATER SUPPLY

~~Our three residences (APNs 045-043-052, 045-043-030 and 045-043-009) are served by Placer County Water Agency (PCWA) raw "ditch" water for irrigation water. All three parcels have individual PCWA irrigation water services from the PCWA Eastside Canal and water boxes that are located on the proposed project site. There are private water lines from these water service boxes, which traverse the proposed project to our parcels. All of these water services are via gravity flow. The water box intakes, which are located in the canal, must often be cleaned daily to remove debris, which flows downstream in the canal. It should be noted that much of the upstream canal system is open and debris is typically present, especially during water level fluctuations and when upstream canal cleaning is performed by PCWA. Also, the private water lines are equipped with blowoff ports of maintenance of the private lines.~~

The Rocklin Crossings project proposes to relocate the Eastside Canal and our water line easements on the proposed project property. It is imperative that relocation of this canal occurs in a way that insures continuous gravity flow and accessibility of our individual PCWA irrigation water supply services without diminished function or flow. Failure to provide this continuous PCWA irrigation water supply in this manner would be a significant impact to the irrigation water supply of our individual properties and homes. These parcels are rural-residential, ranging in size from 2 - 4.6 acres in size and have relied on this PCWA irrigation water for decades to provide essential and affordable irrigation water for landscaping, small scale agriculture and livestock keeping. Loss or reduction in the usability of this water supply would result in a loss of uses of our properties, thousands of dollars of property damage, and a loss of property value due to inability to properly irrigate. Lack of service during the transition of the canal relocation would also be significant.

The Draft EIR does acknowledge the relocation of the PCWA Eastside Canal but does not address potential significant impacts of this relocation to our properties.

## STRUCTURAL DAMAGE FROM BLASTING ACTIVITY

The Draft EIR does not adequately address potential damage to structures from blasting activity. While it does acknowledge that blasting can damage structures, no potential impact is included and no mitigation is proposed. The Draft EIR does state that blasting activities will occur with necessary permits, etc, but does not include a failsafe way to insure that blasting for the project does not create damage to existing structures, nor does it include a mechanism to require the project to repair any blasting damage to off site structures.

In the past, several of our residences have been damaged by blasting, which was done for construction projects in the area. This blasting has been felt through the ground and on several occasions, cracks have developed in the structures. In each case, the blasting activity occurred for major construction projects located in the City of Rocklin. Therefore, simply requiring blasting to be performed with appropriate permits does not preclude blasting damage to off site structures.

Structural damage from blasting activities would be a significant impact, which should be properly addressed in the project EIR. A possible mitigation to preclude blasting damage to our structures could be to require the project blasting to be specifically designed to avoid damage to our structures by considering our specific structures, their location and to utilize a number of smaller charges rather than large ones. A possible mitigation for structural damage that occurs from blasting would be to require the project to have a pre- and post-blasting inspection of our structures performed by an appropriate professional. The cost of properly repairing any/all post-blast damage would be paid by the project owner to the owner of the damaged structure in a timely manner and without litigation. The cost of the pre and post-blast inspection would be borne by the project owner.

## ~~NOISE~~

Our properties will be greatly affected by noise from the project, noise that exceeds the noise standards, noise that will disturb sleep and nuisance noise.

A masonry soundwall, as measured from the side of the pad elevation of the project site, is being proposed along the eastern boundary of the project. This wall is being proposed to mitigate sound.

The Draft EIR states that construction noise from the project will be significant, but is limited due to the expected timeframe for completion of Phase One of the project. Phase One of the project is expected to be completed within two years and includes the grading, construction of the Super Walmart and Home Depot buildings and construction of the eastern soundwall. As written, the soundwall could be constructed anytime during Phase One. This would not limit construction noise impacts to our residences. The soundwall should be constructed as soon as possible in order to mitigate as much construction noise as soon as possible. The soundwall should be constructed as soon as grading is done to a point that would allow the soundwall to be constructed at the grade height of the project. The project EIR should reflect this timing of the soundwall construction.

The environmental noise analysis by Bollard Acoustical Consultants concludes that "Construction activities should be limited to daytime hours to eliminate the potential for adverse noise impacts associated with nighttime construction". The Draft EIR does not include this requirement as a mitigation measure and should do so. The same noise analysis also determines that the speakers of the public address (PA) systems for the Garden Centers "should face down and into the Garden Centers and away from the nearest residences to the east." The Draft EIR fails to include this as a mitigation measure and should do so. The parking lot noise analysis of the Bollard noise analysis does determine that the DAYTIME noise level standards for the parking area would be satisfied. However, it also states the "Parking lot activity is not anticipated to occur during nighttime hours (10pm to 7am)." This is not consistent with the project description, which includes 24 hour/7 days a week operation of the Super Walmart and Home Depot. Also,

neither the project description, nor the Draft EIR includes a prohibition of truck delivery or maintenance activities during nighttime hours. Parking lot activity must meet the nighttime noise standard also.

The project should be designed to avoid causing sleep disturbance, which can occur at levels below the noise standards. Sleep disturbance would be a significant impact. It seems that nighttime project activities are proposed to include truck deliveries, back up beeping, garbage collection, trash compaction, etc., which would contribute to sleep disturbance. Sleep disturbance should be specifically addressed in the noise analysis and EIR. Sleep disturbance should be evaluated using strictly nighttime noise levels and analysis methods that are not weighted and influenced by daytime noise levels, recognizing that sleep disturbance occurs at levels below noise standards. Timing of potentially sleep disturbing activities such as truck deliveries, etc., to avoid normal sleeping hours should be required.

The proposed pedestrian/emergency vehicle access gap in the soundwall is not addressed in the noise analysis. The noise analysis should address this gap. In order for a soundwall to be effective, it must be solid with no gaps. Sound waves will travel freely through the open space and cannot be deflected by a solid barrier that is not present. The proposed gap in the soundwall is located in an area with delivery activity, truck traffic, and garbage storage and collection, activities which will generate a substantial amount of noise.

The proposed project description does not specifically include a tire/automotive repair store or camping on the project site (in the WalMart parking lot). It is understood that these types of activities are typical of "Super Walmarts" across the nation, and therefore these uses, if proposed, should be disclosed and analyzed in the Draft EIR. If these uses are not proposed, the Draft EIR should clarify this. A tire/automotive store would generate specific noise, which would need to be addressed in a noise analysis. RV camping would also generate noise (noise from generators, etc), which would need to be addressed in a noise analysis.

#### PUBLIC SAFETY

As noted above, the project proposes a gap in the eastern soundwall to allow for pedestrian access and emergency vehicle access only. This gap will allow access through a major shopping area that is in operation twenty-four hours a day and is within very close access to Interstate-80. Due to the proximity of our residences to the project, this gap in the soundwall would result in a significant potential for increased crime and a decrease in safety of our persons, our homes and our property. Removal of the pedestrian access in the soundwall would help to limit the increased crime exposure caused by the project. The Draft EIR seems to conclude that public safety impacts would be sufficiently addressed by increasing the Rocklin Police force as necessary. This idea would prove insufficient and possibly impractical. It is obvious that limiting access and opportunity for criminals is the most effective means of combating crime. It is also known that it can be very difficult for governments to secure adequate funding for increased services, including services for public safety. Our security would be increased with the removal of this pedestrian access.

If the reason for the pedestrian access through the soundwall is to provide a progressive, pedestrian friendly community development design for the proposed Rocklin Crossings and Rocklin 60 residential development, then this will not be accomplished by inclusion of a pedestrian access through the soundwall. Pedestrian friendly projects include many principles which the proposed project fails to incorporate in its design, including compact development on the human scale (avoiding super-sized stores); interconnected streets, creating a road network between residential neighborhoods to commercial cores, and mixed use development. Both the Rocklin Crossings and Rocklin 60 projects would need to be substantially redesigned to meet a pedestrian friendly intent. Any possible convenience afforded to some of the future residents of the Rocklin 60 project by pedestrian access through the soundwall is offset by the increased exposure to crime that this gap would provide.

Since an emergency vehicle access through the eastern boundary of the project would create a break in the soundwall, such an emergency vehicle access should only be allowed if it is absolutely necessary. If it is necessary, it should be located as far south as possible. Any eastern emergency vehicle access should be