

Letter 111

David Mohlenbrok

From: Phil Hargraves [plharg@sbcglobal.net]
Sent: Friday, March 03, 2006 5:29 PM
To: David Mohlenbrok
Subject: Clover Valley Project

111-1

We as Springfield Whitney Oaks residents would like to express our concerns with the proposed Clover Valley Development Project. It is obvious that this will increase the traffic on Park Street which is the only access for all Springfield residents to access "the outside world". Being a senior community you can be sure that this does not sit well with all the residents of this, up till now quiet, somewhat rural atmosphere. Also it opens up a short cut for traffic from Sierra College Blvd through to Highway 65. I'm sure you have predictions on the traffic impact on the area but how often are they initially wrong and even if they are close it doesn't take long with area growth to surpass those numbers.

111-2

Two of many Rocklinites that are against this proposal and hoping this, and many other communications that you surely have received, will result in a negative vote on the subject.

Sincerely

Phil & Marlies Hargraves

LETTER 111: HARGRAVES, PHIL AND MARLIES

Response to Comment 111-1

The effects of additional traffic have been analyzed in Section 4.4 of the DEIR. Increases in traffic on Park Drive will not cause degradation in operating conditions beyond the level of service “C” standard maintained by the City of Rocklin. Please refer to the response to comment 28-1.

Response to Comment 111-2

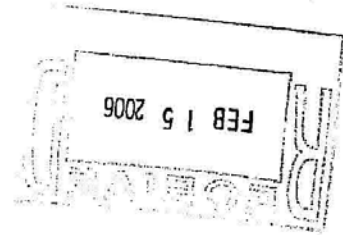
This comment states the commenter’s opinions regarding the project and does not address the adequacy of the RDEIR.

Letter 112

February 12, 2006

TO: Rocklin City Planning Department
Rocklin California

FROM: David J. Harry
3795 Clover Valley Road
Rocklin, California



SUBJECT: Clover Valley Project EIR: Comments

112-1

I have recently reviewed the version of the Clover Valley Project Environmental Impact Report (EIR) that has been made available online at the City of Rocklin Web Site. As a citizen of Rocklin whose residence is located on Clover Valley Road, I share with my neighbors, numerous concerns regarding the environmental disruption, loss of wildlife habitat and the significant potential for noise, pollution and other detrimental consequences resulting from this project. Since these issues have been previously aired in numerous other venues, I will not elaborate on them here. I do wish to bring to your attention however, one issue of significant concern to residents of Clover Valley Road and Rawhide Road that has been inadequately addressed in the EIR.

112-2

A matter of significant personal concern is the potential for increased traffic flow from the Clover Valley Project onto Clover Valley Road and Rawhide Road. The EIR is completely silent on this issue. Section 4 of the EIR provides extensive data on current and projected (2025) traffic patterns and attempts to quantitate the associated detrimental impacts. The studies even include projected traffic loads for several planned roads connecting to the Clover Valley Lakes Project, including the Park Avenue Extension and a new road connecting to Argonaut via the proposed Summit Project. No equivalent data has been provided regarding potential increased traffic flows onto Clover Valley Road and Rawhide Road. No assessment of the potential negative impacts upon affected residents has been provided.

The rationale for omitting these studies no doubt is based upon the stated intention to place a controlled access gate at the terminus of Rawhide Road, ostensibly to restrict vehicular traffic to essential life/safety vehicles. For the following reasons, this rationale is not sufficient to eliminate the obligation to determine within the scope of the EIR, the potential environmental and other impacts of future increased traffic flows onto Clover Valley Road and Rawhide Road.

112-3

The Clover Valley Partners will assign all easements for public facilities within the Clover Valley Project to the City of Rocklin. The EIR specifically states that assigning such easements to a private entity, such as the Home Owner's Association would not be prudent, since they would be free to change the terms of the easements possibly to the detriment of "best public use". Therefore, the controlled access gate will not be equivalent to a gate that controls access to a private, gated community. The control of the

Letter 112 cont'd

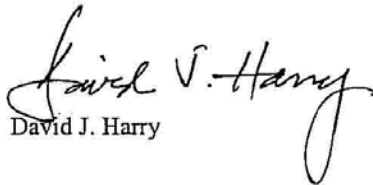
gate will be entirely within the purview of the City of Rocklin, who may at any future time, decide to remove it. The City of Rocklin has made no binding declaration that they will not at some future date, find it in the "best public interest" to remove the controlled access gate. Consequently, absent a binding commitment to maintain the gate in perpetuity on the part of the Clover Valley Partners as well as the City of Rocklin, the very real potential exists for removal of the gate, resulting in increased traffic flows on Clover Valley Road and Rawhide Road.

Since a comprehensive environmental impact study should assess all reasonable current and future potential negative impacts and since the City of Rocklin will have full legal authority to remove the controlled access gate, the current EIR is inadequate in that it fails to address a highly probable negative consequence of proceeding with the Clover Valley Project.

I propose that the deficiencies in the environmental impact study can be reasonably corrected in several ways:

1. The City of Rocklin and the Clover Valley Partners can develop contract language that is included in the formal project review and approval documentation to the effect that: "the controlled access gate at the terminus of Rawhide Road "will be maintained in perpetuity."
2. The environmental study should be expanded to include an assessment of the negative impact of increased traffic flows onto Clover Valley Road and Rawhide Road, in the event that the controlled access gate is removed (or never installed). Although not a mitigation, revising the EIR in this fashion will at least permit affected parties to better assess the true gamut of negative consequences resulting from the Clover Valley Lakes Project.

Based upon the inadequate and incomplete nature of the current EIR with respect to potential traffic issues, I wish to voice my objection to the Clover Valley Project, as currently planned. Thank you for your consideration.


David J. Harry

112-3
cont'd

LETTER 112: HARRY, DAVID J.

Response to Comment 112-1

This is an introductory comment and does not present any specific concerns, and therefore, does not address the adequacy of the DEIR.

Response to Comment 112-2


The project is not proposing access to either Rawhide Road or Clover Valley Drive. The emergency access gate that would only be able to be opened by emergency vehicles, such as fire, ambulance and police response units. The gate would seal off this entrance onto Rawhide.

Response to Comment 112-3

The commentor's assertion that the City may someday decide to open the roadway is unfounded and speculative. The proposed project includes a closed-access gate that will be only accessible by the city and other associated emergency response organizations. As such, the impacts identified in the DEIR related to traffic in and around the Rawhide Road area are adequate.

Letter 113

Edward Jones
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2-17-06

Dear Sirs

We are against any development in Clover Valley. We support saving Clover Valley from any developer & not destroying its natural beauty.

113-1

John H. Hart
JOHN H. HART

Toni M. Hart
TONI M. HART

3923 Coldwater Dr
Rocklin, CA 95765

(800) 421-9945

LETTER 113: HART, JOHN H. AND TONI M.

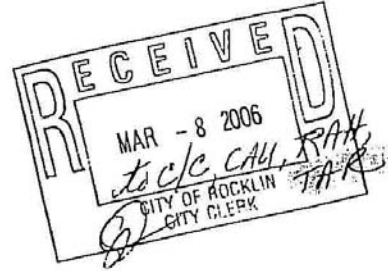
Response to Comment 113-1

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

Letter 114

March 7, 2006

Rocklin City Council
3970 Rocklin Road
Rocklin, CA 95677



RE: Clover Valley EIR

Dear Council Members:

In looking over the Draft EIR for Clover Valley, I would like a couple of items addressed in the Final EIR.

114-1

First is the 12% grade on Valley View Parkway. I listened to participants in the Special Meeting invoke how wonderful it would be to use Valley View Parkway as a short cut. I as a senior citizen would be apprehensive going up or down a 12% grade during a frosty cold morning. Think also about the young 16 year old with his/her first license or the mother distracted by her children in the car. We need to address where in California you find a 12% grade in a major development plus the traffic pros and cons that go with this kind of grade.

114-2

Secondly, we need to address the safety of the homes at the end of Sierra View Court. Yes, we have a fire department at the top of the 12% grade, but what if there is an accident on the 12% grade and the fire trucks cannot go through. Remember the Oakland fire!!! You as an owner at the end of Sierra View Court cannot get out - the emergency access gate is blocked to leave on Clover Valley Road.

114-3

Does the Police and Fire department have access to the gate without leaving their cars? What would happen if the fire trucks are finishing a call in Clover Valley and have a call on Park Drive. Will the trucks be able to go up a frosty 12% grade to reach the fire on Park or will they have to go around?

114-4

In order for the Rocklin School District to reach Clover Valley, they will have to leave the city of Rocklin and travel on Loomis streets to reach the valley. What would happen if the school bus is at the lower end of Clover Valley and a fire comes through. We need Clover Valley Road open to the residents of Clover Valley. Clover Valley is part of the Rocklin community and there should be access between the Rocklin residents and Clover Valley.

Sincerely,

Sylvia Havens
4035 Kannasto Street
Rocklin, CA 95677

LETTER 114: HAVENS, SYLVIA

Response to Comment 114-1

Comment noted. This comment does not address the adequacy of the EIR. The City's General Plan has long called for the construction of Valley View Parkway in this location. The road will be engineered in accordance with all applicable traffic design and safety requirements. The 12% grade is the maximum acceptable grade used by Cal Trans. The 12% grade for Valley View Parkway was analyzed and determined to be acceptable by the City Engineer, the Fire Department and the Police Department when the Clover Valley area was annexed into the City.

Response to Comment 114-2

The project provides emergency fire access for units along Sierra View Court via a 20-foot wide emergency access road, as depicted in the subdivision map (Sheets TS-5, TS-6).

Response to Comment 114-3

Police and fire personnel will have keys and/or electronic access to all gates within the project site, and will be able to drive on Valley View Parkway and other project streets.

Response to Comment 114-4

Clover Valley Road would be opened to the residents of Clover Valley. Additionally, school buses would have access through the main entrance.

Letter 115

David Mohlenbrok

From: Thomas Helbig [thomash@starstream.net]
Sent: Saturday, March 04, 2006 2:13 PM
To: David Mohlenbrok
Subject: Clover Valley EIR

115-1

To Whom It May Concern; This correspondence is in reference to the impact that the proposed development will have on traffic congestion on Park Drive, Crest Drive & Stanford Ranch Road. I have read the referenced EIR and attended the meeting held on Thursday Night at the Sunset Center. I was amazed that only one member of the council had read the report.. I consider that fact as dereliction of duty on the part of the City Council. The money spent on this new EIR was a complete loss of funds that contributed little to addressing the problems this development will cause for the concerned residents of Rocklin. I wish to take this opportunity to express my concerns and objections to this and future plans for this pristine area. It would behoove the council to look at more commercial ventures which contribute more fiscal returns to the city without causing additional expenditures for SCHOOLS and other infrastructure expenditures. Rocklin is becoming or is already a bedroom community with it's accompanying problems, and costs without offsetting fiscal income. Sincerely, Thomas H. Helbig, 4207 Coldwater Drive, Rocklin, Ca. E-Mail: thomash@starstream.net

03/06/2006

LETTER 115: HELBIG, THOMAS

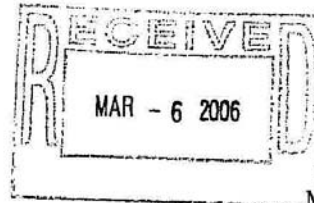
Response to Comment 115-1

This comment does not address the adequacy of the RDEIR. Comments will be forwarded to the City Council for review.

Letter 116

5932 Blackstone Drive
Rocklin, CA 95765
(916) 632-2871

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



March 3, 2006

Dear Planning Department:

116-1

We are writing to express our concern about the proposed development in Clover Valley. We have lived in Rocklin since 1991 and have watched it grow up around us. Open space has disappeared at a rapid clip while traffic has increased significantly. While we expected growth when we moved here, we never imagined that so much of the area would be paved over.

116-2

Clover Valley has always seemed to be a wonderful pocket of wilderness within Rocklin. It has helped cushion the blow of development because we always assumed it would be there as a buffer. Even the modified plans of the Clover Valley Partners will change all of that. Cutting down trees and replacing them is not the same as leaving them alone. It is a major impact on the area habitat. The loss of Native American cultural features would be tragic for our community. There is no demand for huge homes in the area; we already have Whitney Oaks and new developments out by Whitney High School.

116-3

Most importantly, we are concerned about the impact to traffic on already busy Park Drive. We live near Twin Oaks Park and already traffic is so busy our 8th grader hates to walk to school because the noise and rush of cars. No one drives the posted 40 mph. We would like her to walk to Rocklin High next year, but an increase in the number of cars would make us think twice about the risk of that. In other areas, like Granite Bay, where long parkways have been put in, traffic moves just as fast, but is buffered from the housing areas by wide landscaped berms to deaden traffic noise and pedestrian traffic is routed in a safer way. We have flat landscape and sidewalks directly along side busy Park Drive. The proposed increase of traffic on Park will only make things worse.

Please do not approve Clover Valley development. If you feel you must than please do so without the proposed connection of Sierra College Boulevard and Park Drive. The increased traffic on Park is not an improvement for area traffic problems.

Sincerely,

Matt and Lisa Herlocker

LETTER 116: HERLOCKER, MATT AND LISA

Response to Comment 116-1

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

Response to Comment 116-2

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

Response to Comment 116-3

Schools in the City of Rocklin have been planned in proximity to arterial roadways, and appropriate design has been provided for pedestrian access. The effects of additional traffic have been analyzed in Section 4.4 of the DEIR. Increases in traffic on Park Drive will not cause degradation in operating conditions beyond the level of service "C" standard maintained by the City of Rocklin. Please refer to the response to comment 28-1.

Letter 117

David Mohlenbrok

From: Maryetta Holland [maryetta_h_2000@hotmail.com]
Sent: Sunday, March 05, 2006 1:58 PM
To: davidm@ci.rocklin.ac.us
Subject: Clover VAlley Traffic

Received: from mail pickup service by hotmail.com with Microsoft SMTPSVC;
Sun, 5 Mar 2006 13:58:23 -0800
Message-ID: <BAY103-F37F82E8E8CC9F46784A276A6E80@phx.gbl>
Received: from 65.54.174.200 by by103fd.bay103.hotmail.msn.com with HTTP;
Sun, 05 Mar 2006 21:58:21 GMT
X-Originating-IP: [63.205.213.75]
X-Originating-Email: [maryetta_h_2000@hotmail.com]
X-Sender: maryetta_h_2000@hotmail.com
From: "Maryetta Holland" <maryetta_h_2000@hotmail.com>
To: davidm@ci.rocklin.ac.us
Bcc:
Subject: Clover Valley Traffic
Date: Sun, 05 Mar 2006 13:58:21 -0800
Mime-Version: 1.0
Content-Type: text/plain; format=flowed
X-OriginalArrivalTime: 05 Mar 2006 21:58:23.0336 (UTC) FILETIME=[EC32AE80:01C6409F]

I am one of many here in Springfield that are very concerned about the development of Clover Valley and the great impact it will have on our area and roads.

PLEASE give this some serious consideration before you act!

Mary Etta Holland
4315 Newland Heights Dr.
Rocklin, Ca. 95765

117-1

LETTER 117: HOLLAND, MARY ETTA

Response to Comment 117-1

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

Letter 118

City of Rocklin
Planning Department
FAX 916.625-5000

March 14, 2006

RE: EIR Public Review, Clover Valley Subdivision Project

118-1

Our property is located at 4548 King Road, approximately 300' from the Sierra College intersection. We are preparing to build a private residence at that location later this spring. Of your potential environmental effects from your proposed subdivision we are most concerned with the following:

118-2

1. Greatly increased traffic at the intersection of King & Sierra College.

118-3


2. Contribution to cumulative biological degradation to vegetation and wildlife.

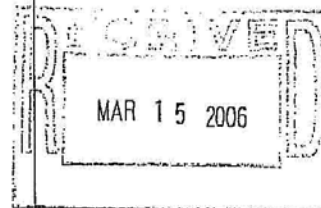
118-4

3. Adverse impacts to views from Sierra College Blvd., etc.

118-5

For an area that is now rural in essence, it seems to be a great overkill to introduce a project of this size and population density. With very limited imagination, it is easy to envision one huge, sprawling vista of homes stretching from Sacramento to Auburn, clotted with strip malls & convenience outlets & choked with traffic, road rage & the pressures of living within a large mass of humanity. Individuals moving to this area normally wish to enjoy the quiet of the country, listen to frogs & other country sounds, have the option to have a horse or donkey or burro, etc., & not be forced once again into the urban-suburban pressures.


Ron Holverstott



LETTER 118: HOLVERSTOTT, RON

Response to Comment 118-1

This is an introductory comment and does not address specific issues within the RDEIR.

Response to Comment 118-2

As discussed in Impact 4.4I-6 of the DEIR, impacts to the intersection of King Road and Sierra College Boulevard would be significant. Because the intersection is located within the City of Loomis, the City of Rocklin has no jurisdiction over it and cannot require the project applicant to contribute to its improvements. Though Impact 4.4I-6 includes suggested improvements that would mitigate the potential impacts the proposed project would have on the intersection, the improvements would not be within the City and the City would not have the ability to oversee these improvements. Therefore, this impact is considered to be significant and unavoidable.

If the project were approved, the City Council would be required to issue a statement of overriding consideration, acknowledging these impacts and explaining the reasoning behind their determination that the benefits of the proposed project would outweigh the impacts.

Response to Comment 118-3

As noted in the DEIR, cumulative impacts related to the proposed project would be considered significant and unavoidable (see impact discussion 4.8I-16). If the project were approved, the City Council would be required to issue a statement of overriding consideration, acknowledging these impacts and explaining the reasoning behind their determination that the benefits of the proposed project would outweigh the impacts.

Response to Comment 118-4

As noted in the DEIR, cumulative impacts related views from Sierra College Boulevard would be considered significant and unavoidable (see impact discussion 4.3I-2). If the project were approved, the City Council would be required to issue a statement of overriding consideration, acknowledging these impacts and explaining the reasoning behind their determination that the benefits of the proposed project would outweigh the impacts.

Response to Comment 118-5

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

Letter 119

David Mohlenbrok

From: Jeanne G Horsley [jghorsley@sbcglobal.net]
Sent: Sunday, March 05, 2006 11:47 AM
To: David Mohlenbrok
Subject: Clover Valley

119-1

As a concerned resident of Springfield at Whitney Oaks I feel it necessary to protest the proposed development of Clover Valley.

119-2

It will create a huge overburdened traffic corridor on Park Dr. over several miles. Park Dr. goes directly through a strictly residential area. The added traffic will destroy the ambience and quality of life in the entire community plus affect the property values. It will also make it difficult for residents to access Park Dr.

119-3

In addition, Clover Valley is the only area of natural beauty still remaining in Rocklin. And is a natural habitat for many forms of wild life.

Must we continue the destruction of nature in the name of progress?

Sincerely,

Jeanne G. Horsley
3521 Saddlepeak Court
Rocklin, CA 95765

03/06/2006

LETTER 119: HORSLEY, JEANNE G.

Response to Comment 119-1

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

Response to Comment 119-2

The effects of additional traffic have been analyzed in Section 4.4 of the DEIR. Increases in traffic on Park Drive will not cause degradation in operating conditions beyond the level of service "C" standard maintained by the City of Rocklin. Please refer to the response to comment 28-1. Impacts related to the traffic conditions at intersections along Park Drive are found to be potentially significant at the intersection of Valley View Parkway and Park Drive (see Impact 4.4I-5). However, this impact was found to be less-than-significant after the implementation of suggested mitigation measure 4.4MM-5(a).

Response to Comment 119-3

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

Letter 120

Page 1 of 1

David Mohlenbrok

From: Daylightsales@aol.com
Sent: Friday, March 03, 2006 12:28 PM
To: David Mohlenbrok
Subject: Impact of Clover Valley Development

- 120-1 Dear David,
Please put an end to the issue of further development of Clover Valley IF they plan to use Park Rd as their route of travel. The traffic and noise levels on this road would be unacceptable with the increased volume of cars and would impact our right of quiet enjoyment as well as property values.
- 120-2 IF the developer would like to build in the Valley, they should be required to build a road that will connect to Taylor or have them use Rawhide or Clover Valley Road as their only method of access. Park is not an option that benefits anyone but the developer. Even the prospective buyers will be facing a huge traffic jam as Park has plenty of lights and traffic already and is out of the way for I-80 travel.
I sincerely hope that this proposed development will not require legal action to stop it.
- Sincerely,
David Houston
Rocklin Residen
916 925 4449 (day)

03/03/2006

LETTER 120: HOUSTON, DAVID

Response to Comment 120-1

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

Response to Comment 120-2

As stated in Impact 4.4I-5, the proposed project was found to have a potentially significant impact to traffic at intersections along Park Drive. However, the suggested mitigation measure (see Mitigation Measure 4.4MM-5) would ensure that the project applicant mitigates impacts at the intersection of Park and Valley View Parkway through intersection design changes. The traffic study conducted by DKS Associates did not determine that the proposed project would have any other significant impacts along Park Drive.