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October 27, 2022

Dara Dungworth
Senior Planner
City of Rocklin

Re: Whitney Ranch Unit 49 – Response to Public Comments

Dear Dara,

As requested, we prepared this response to summarize the main public comments presented at the Rocklin Planning Commission for Whitney Ranch Unit 49 entitlements; including both the oral comments presented at the meeting and written comments provided to the City by Mr. Clark and others.

The predominant comments provided by the public at the Planning Commission meeting focused on resident's concerns regarding the speeds of existing vehicles on Old Ranch House Road and the difficulties for pedestrians to cross Old Ranch House Road in the vicinity of Pernu Park. In addition to commenting at the Planning Commission meeting, Mr. Clark also submitted written comments to the City, dated September 20, 2022, that outlined additional concerns.

Response to Comments - Old Ranch House Road Speeding & Pedestrian Crossings:

Subsequent to the Planning Commission meeting, Uborra Engineering & Planning engineers met with City Engineering, Planning and Public Services staff to discuss Old Ranch House Road. In an effort to enhance the safety of pedestrians crossing Old Ranch House Road, the applicant has proposed to convert the Tee-intersection of Old Ranch House Road/Creek Hollow Road to a 3-way stop and add a crosswalk across Old Ranch House Road. In addition, Public Services has evaluated the 4-way intersection at Old Ranch House Road/Baronial Lane & Box Car Drive and has decided to install a 4-way stop and a crosswalk crossing Old Ranch House Road. Refer to the Whitney Ranch Unit 49 Park Connectivity Exhibit attached. These additional Old Ranch House Road stop signs and crosswalks will provide enhanced opportunities for pedestrians to cross Old Ranch House Road.

Response to Comments – Mr. Clark written comments dated September 20, 2022:

Mr. Clark, a Rocklin resident living on Laredo Drive, expressed concerns regarding the City of Rocklin's Planning Commission's recommendation of approval of the Whitney Ranch Unit 49 project. His concerns are presented in his September 20th communications to the City of

Rocklin and are generally summarized in the *italic underline text* shown below. Responses to his comments follow the italic underline text.

1. *Mr. Clark would like to see the land used as open space instead of a housing development.*

When the Northwest Rocklin General Development Plan was originally created, it designated this property with two zoning designations, one for residential development PD-5 and the other as School. Since the school district has determined that a school is not needed at this location the project proposes to develop a residential development at lower densities and with fewer units than currently allowed by the existing residential zoning designation.

2. *Would like a new California Environmental Quality Act analysis of the project.*

Adequacy of the reliance on prior environmental review was examined by the City. Public Resources Code section 21166 and Section 15162 of the California Code of Regulations, Title 14, Division 6, Chapter 3 (CEQA Guidelines) provide the framework for analysis of the adequacy of prior environmental review of a subsequent project. The City has conducted this analysis and their findings are presented in the Whitney Ranch Unit 49 – 15162 Analysis.

3. *Concerned about speeding within residential areas and believes that speeds would be lower within school zones.*

While school participation efforts and enforcement may vary, both residential neighborhoods and school zones have 25 MPH speed limits. Furthermore, Transportation/Traffic section of the 15162 Analysis for the project indicates that the proposed residential project would generate 1,374 fewer average daily trips than a middle school at this location.

4. *Would like the project to eliminate the roadway connection to Laredo Drive and instead have additional roadways connect to Grouse Ridge Way and Whitney Ranch Parkway.*

A connection to Grouse Ridge Way, located within Whitney Ranch Unit 50, would simply transfer the project's Laredo bound traffic slightly further east on Laredo Drive than already proposed. The short stub of Grouse Ridge Way was constructed with the intent of providing access to Lots #14 & #15 within Unit 50. The Grouse Ridge roadway profile was not designed with the intent of ever connecting down to Unit 49 or Whitney Ranch Parkway which are both roughly ten feet vertically below Grouse Ridge Way.

While a roadway connection from Unit 49 to Whitney Ranch Parkway could physically be constructed it would be inconsistent with the City's limited traffic encroachment objectives along the parkway and would create other unwanted traffic related concerns along the parkway. A four-way intersection across from Jamboree Dr, as suggested by Mr. Clark, cannot be built at that location due to the existing lots within Unit 50. If a connection to Whitney Ranch Parkway were to be considered it would need to be a three-way intersection built in closer proximity to the existing roundabout thus creating offset intersections with Jamboree Dr. and the resulting unwanted U-turn traffic movements on Whitney Ranch Parkway.

We hope that you find these responses to comments helpful in better understanding the project and related issues. Let us know if you have any questions or if we can provide any additional clarity.

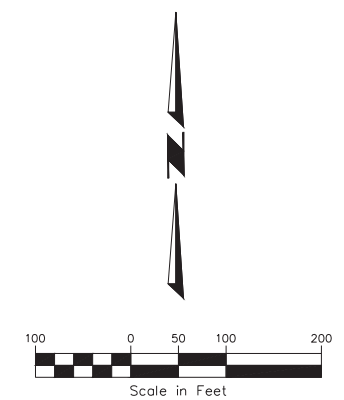
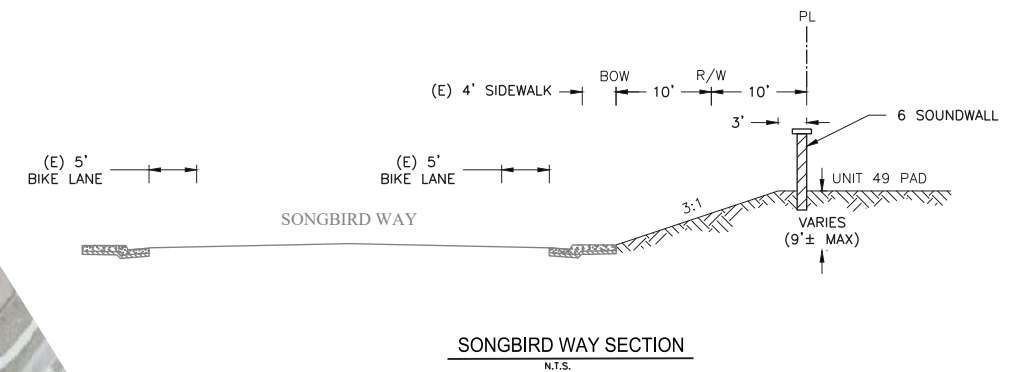
Sincerely,
Ubora Engineering & Planning Inc.,

David Berry

David Berry, P.E.
President

WHITNEY RANCH UNIT 49 PARK CONNECTIVITY EXHIBIT

OCTOBER 14, 2022



NOTE: CITY IS CURRENTLY STUDYING THE POTENTIAL FOR ADDING STOP SIGNS & CROSSWALKS AT THE BARONIAL/OLD RANCH HOUSE ROAD INTERSECTION

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