

SECTION THREE

RESPONSES TO COMMENTS

**RESPONSES TO SECOND PARTIALLY RECIRCULATED REVISED
DRAFT EIR COMMENTS**



ARNOLD SCHWARZENEGGER
GOVERNOR

Letter 49

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

RECEIVED

MAY 21 2007

May 17, 2007

ENVIRONMENTAL COORDINATION SERVICES

Maywan Krach
Placer County
3091 County Center Drive
Auburn, CA 95603

Subject: Placer Vineyards Specific Plan Second Partially Recirculated Revised Draft EIR (PEIR
T20040651)
SCH#: 1999062020

Dear Maywan Krach:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on May 16, 2007, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

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These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures

cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 1999062020
Project Title Placer Vineyards Specific Plan Second Partially Recirculated Revised Draft EIR (PEIR T20040651)
Lead Agency Placer County Planning Department

Type EIR Draft EIR

Description The Placer Vineyards Specific Plan project is a mixed-use master planned community with residential, employment, commercial, open space, recreational and public/quasi-public land uses. The Plan provides for 14,132 homes in a range of housing types, styles, and densities. At Plan build out, projected to occur over a 20 to 30-year time frame, Placer Vineyards will have a population of approximately 33,000 people, 274 acres of commercial uses, 641 acres of quasi-public (public facilities/services, religious facilities, schools, and major roadways) land uses, and 919 acres of park and open space land. The Second Partially Recirculated Revised Draft EIR includes new information on an additional special status species, a supplemental water supply analysis, additional traffic analysis, and an analysis of the impact of the project on global climate change.

Lead Agency Contact

Name Maywan Krach
Agency Placer County
Phone (530) 745-3132 **Fax**
email
Address 3091 County Center Drive
City Auburn **State** CA **Zip** 95603

Project Location

County Placer, Sacramento, Sutter
City Roseville
Region
Cross Streets Baseline Road, Pleasant Grove Road, Dry Creek Road, Walerga Road
Parcel No. Various
Township 10N **Range** 5E **Section** Variou **Base** MDB&M

Proximity to:

Highways 99, I-80
Airports McClellan
Railways Union Pacific
Waterways Dry Creek, Curry Creek
Schools Center HS & ES, Dry Creek ES, Wood Creek HS
Land Use Undeveloped grazing land and marginal agricultural land/various

Project Issues Other Issues; Traffic/Circulation; Water Supply; Wetland/Riparian

Reviewing Agencies Department of Health Services; Resources Agency; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Parks and Recreation; Native American Heritage Commission; Integrated Waste Management Board; Public Utilities Commission; Office of Historic Preservation; Department of Fish and Game, Region 2; Department of Water Resources; Department of Conservation; California Highway Patrol; Caltrans, District 3; Department of Toxic Substances Control; State Water Resources Control Board, Clean Water Program; Caltrans, Division of Aeronautics

Date Received 04/02/2007 **Start of Review** 04/02/2007 **End of Review** 05/16/2007

LETTER 49 TERRY ROBERTS, GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

Response 49A: Comment noted. All letters received from the Clearinghouse are included in Section 3 of this Supplement to the Final EIR and, in accordance with CEQA Guidelines Section 15088, written responses to all comments received are provided herein.



California
Department of
Health Services

SANDRA SHEWRY
Director

State of California—Health and Human Services Agency
Department of Health Services

Letter 50



ARNOLD SCHWARZENEGGER
Governor

April 11, 2007

Maywan Krach
Placer County
3091 County Center Drive
Auburn, CA 95603

RE: Placer Vineyards Specific Plan Second Partially Recirculated Revised Draft EIR –
SCH# 1999062020

The California Department of Health Services (CDHS) is in receipt of the Notice of Completion for the above project.

If Placer County Planning Department plans to develop a new water supply well or make modifications to the existing domestic water treatment system to serve the Placer Vineyards Specific Plan project site, an application to amend the water system permit must be reviewed and approved by the CDHS Sacramento District Office. These future developments may be subject to separate environmental review.

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Please contact the office at (916) 449-5600 for further information.

Sincerely,

Bridget Binning
California Department of Health Services
Environmental Review Unit

April 11, 2007

Page 2

Cc:

Terry Macaulay, District Engineer
CDHS Sacramento
1616 Capitol Avenue, MS 7407
Sacramento, CA 95899

State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-3044

**LETTER 50 BRIDGET BINNING, CALIFORNIA DEPARTMENT OF HEALTH SERVICES,
ENVIRONMENTAL REVIEW UNIT**

Response 50A: Comment regarding water supply application and permit requirements administered by the Department of Health Services is acknowledged. Neither the County or project proponents intend to operate a water system. As discussed in the Revised Draft EIR at page 3-27, either PCWA or California American Water Company would serve as the retail purveyor, and would operate all distribution and storage facilities within the Specific Plan area.

Date: April 16, 2007

**To: Maywan Krach
Placer County Community Development Resource
Agency
Environmental Coordination Services
3091 County Center Drive
Auburn, CA 95603**

**Placer County Board of Supervisors
Mr. Rocky Rockholm; Mr. Robert Weygandt;
Mr. Jim Holmes, Mr. Ted Gaines; Mr. Bruce Kranz**

**Placer County Planning Commission
Mr. Noe O. Fierros; Mr. Kenneth Denio; Mr. James
Forman; Mr. Michael Stafford; Ms. Michelle Burris;
Mr. Larry Sevison; Mr. Gerald J. Brentnall, Jr.**

**West Placer Municipal Advisory Council
Mrs. Claudette A. Mitchel-Weismantel; Mr. Barry
Stillman; Mr. George Brown; Ms. Dixie Aller;
Mr. Terry Dee Webb**

**From: Claudette Mitchel-Weismantel & Frank Weismantel
10029 Newton Street
Elverta, CA 95626**

**Subject: Community Comments on the latest EIR for the
Placer Vineyards Specific Plan**

Dear Friends:

Today, we await the formal Placer County review, comment and ruling of the latest Environmental Impact Report concerning the Placer Vineyards Specific Plan (Hereafter referred to as the PVSP). We are very concerned about the plans and regulations outlined for our particular area. We live in the Special Planning Area (The "SPA") of the PVSP. We have grave concerns about the planned set back distances (including limited landscaping, no mention of berms, or

open/split rail fencing), traffic controls, and sound mitigation. Our concerns are as follows:

- 1. Set Backs – We feel the planned set back distances are inadequate. Our area is mainly agricultural, focused on ranch type properties. The bulk of the community raises large and small farm animals for food, sale and pleasure. These include but are not limited to cows, goats, sheep, pigs, horses, mules, donkeys, lamas, roosters, chickens, dogs and cats. In addition, we have two major equestrian facilities and arenas at the heart of our community, just off Locust. They offer riding, training, and boarding services. These arenas are outfitted with floodlights for night use.**

Due to our “Small Farm”, agricultural life style, we know that a greater separation from the developing community is required. This separation is needed not only to protect the new development from all the environmental intrusions that come with farm animals but also to protect our chosen life style. A set back distance greater than the stated 84’ is needed, especially considering that the roadways are included in the measurement of this set back distance. Finally, there is no mention of sound absorption berms, bermed landscaping or split rail fencing stated in the community plan.

During the last West Placer MAC meeting, held April 12, 2007, the Placer County Representative making his Placer Vineyards presentation would not commit to us that the County of Placer would protect our quality of life. This is unacceptable and is not the treatment we expect from our representatives.

- 2. Traffic Control – Right now, there is no suitable design for control of speed and traffic flow through our area. This is completely inadequate and causes us great distress. Baseline presently bears the brunt of the Highway #99/70 – Interstate 80 – Highway 65 crossover traffic. Years ago, Locust Road became a massive speedway. This increase is a constant threat to our homes, our children and our animals. Vehicles are continually running through fencing, onto our yards and pastures. This traffic serves the Placer County foothills**

A

B

communities of Lincoln, Stanford Ranch, and Roseville expansions. This tidal wave of traffic needs to be distributed more efficiently over a broader area.

B cont.

- 3. Sound Mitigation – Road noise is presently unacceptable. The EIR and the PVSP does not detail practices or engineered solutions for the current and additional increases in noise from an exponential increase of Baseline Road traffic.**

C

We want the project to go forward. However, we will not accept becoming another “Antelope” or North Natomas development. We will accept becoming a development that mirrors desirable living environments, such as Granite Bay, bringing us well distributed equestrian trails, walking paths and bike paths. Smart growth should be the Placer Counties focus, leaning heavily towards smaller, well-planned schools, town centers and carefully controlled noise and traffic. If Placer County decides to recognize and serve all the communities needs and desires, we will strongly support the Placer Vineyards development and other development throughout Placer County.

D

Finally, we were informed that there are several upcoming community workshops related to this and other nearby Placer County developments. Please consider holding planning meetings and other pertinent activities during evenings and weekends.

E

Thank you for your attention to this matter. If you wish to contact us, please call our home number, (916) 991-4075.

Claudette and Frank Weismantel

Cc:

**Mr. E.J. Ivaldi, Admin Aide, Placer County BOS
Ms. Ann Holman, Clerk of the Board, Placer County BOS
Mrs. Diane Howe, Secretary, District 1 MAC**

LETTER 5I CLAUDETTE AND FRANK WEISMANTEL

Response 5IA: The commenters are concerned about the need for greater separation of the SPA from with its “small farm” and agricultural lifestyle from the balance of the Specific Plan area. As explained in the Second Partially Recirculated Revised Draft EIR, pursuant to CEQA Guidelines Section 15088.5, subdivision (f)(2), Placer County, in preparing this Supplement to the Final EIR, is only required to respond to comments received during the recirculation period for the Second Partially Recirculated Revised Draft EIR that relate to the chapters or portions of the Revised Draft EIR that were revised and recirculated. The Second Partially Recirculated Revised Draft EIR specifically provided, “[t]he partial recirculation is not an opportunity to re-submit comments on previously published topics, or add additional comments on previously published topics” (Second Partially Recirculated Revised Draft EIR, page 1-13). Although CEQA does not require the County to respond to comments on the Second Partially Recirculated Revised Draft EIR that address topics not covered in the partially recirculated document, the County is nevertheless responding to such comments for purposes of informational disclosure.

Based on comments from residents of the SPA the project proponents propose to modify buffer areas separating the SPA from the balance of the Specific Plan area to increase the actual separation, and to add landscaped berms that provide additional site and acoustical separation. The proposed buffering concept is illustrated on Supplement to the Final EIR Figure 14. Although the concerns expressed by the commenters do not rise to the level of “significant” physical impacts on the environment under CEQA, the revised buffer concept is responsive to the concerns of SPA residents and will ensure that the SPA and balance of the Specific Plan area co-exist as good neighbors.

Response 5IB: Commenters are concerned about increased traffic along Baseline Road and Locust Road. Although Baseline Road will continue to function as a major inter-county arterial, improvements to the roadway will be made by the project proponents and others consistent with traffic volume increases and use characteristics. The County has no information that would support the conclusion that there are an unusual number of traffic accidents on Locust Road. Locust Road will be improved through project implementation and the existing sharp turn adjacent to the commenters’ property would become a “T” intersection, creating a much safer configuration. The Placer Vineyards Specific Plan project will result in the widening of Baseline Road from four lanes to six lanes, thereby improving the traffic signal operations at the intersection of Baseline Road and Locust Road. The intersection of Baseline Road and Locust Road improves from an Existing No Project LOS E (delay 46.8 seconds) to Existing Plus Project LOS A and from a Cumulative No Project LOS F to Cumulative Plus Project LOS E.

Response 5IC: The commenters have requested that additional mitigation be added for roadway noise increases along Baseline Boulevard. As described under Response to Comment 51A, the County has no legal obligation to respond to comments in this Supplement to the Final EIR that do not relate to chapters or portions of the Revised Draft EIR that were revised and recirculated. Section 4.9 of the Revised Draft EIR was not recirculated in whole or in part. Nevertheless, the County and project proponents have considered the commenter’s request and have identified additional mitigation that would reduce noise related impacts along properties within the SPA that are adjacent to Baseline Road.

Traditional mitigation measures, such as noise barriers, do not function well at existing noise-sensitive uses due to openings in the barriers that are commonly required for roadway ingress and egress. The resulting gaps in the noise barrier limit the effectiveness of mitigation for existing noise-sensitive land uses. However, mitigation of traffic noise impacts at existing noise-sensitive areas could also include the use of rubberized asphalt pavement or open-graded asphalt pavement. Studies conducted for the Sacramento County Department of Environmental Review and Assessment and Transportation Department to determine the noise reduction provided by rubberized asphalt have been completed in recent years. Those studies indicate that the use of rubberized asphalt on roadways appears to have resulted in an average traffic noise-level reduction of approximately 3-5 dB over that provided by conventional asphalt.

The European Commission Green Paper, published in the June 1997 edition of *Noise/News International* cites the following on page 87:

Low-noise porous road surfaces have been the subject of much research. These porous road surfaces reduce both the generation and propagation of noise by several mechanisms – which can be related to the open structure of the surface layer. Results have shown that the emission noise levels can be reduced from levels generated on equivalent non-porous road surfaces by between 3-5 dB on average; by optimizing the surface design, larger noise reductions are feasible. At present, the cost of porous asphalt surfacing is higher than conventional surfaces (for resurfacing, but for new roads, the cost is minimal), but may drop as contractors gain experience with porous surfaces.

Based on the above, the following additional mitigation measure is hereby added to the Revised Draft EIR immediately after Mitigation Measure 4.9-4 (herein renumbered 4.9-4a) on page 4.9-18:

4.9-4b *Noise-reducing paving material (such as rubberized asphalt) shall be used during the reconstruction/widening of Baseline Road along the full frontage of the SPA to further reduce traffic-related noise. Various studies have shown that rubberized asphalt can reduce roadway noise by 3 dB or more as compared to conventional asphalt paving material.*

With the addition of the above mitigation measure (assuming a resulting 3 dB reduction) noise from Baseline Road along the SPA would be reduced by at least 2 dB below the 2025 “No Project” condition (see Response to Comment 29D, Revised Table 4.9-8).

Response 51D: Commenters expresses desire to have project proceed as long as it accommodates a variety of amenity and creates a desirable living environment for everyone. Comment noted. It is the County’s opinion that the project, as finally constituted, will reflect the vision of the commenters. Also see Responses to Comments 51-A, 51-B and 51-C above.

Response 51E: Commenters request that future workshops and related meetings be held in the evenings and on weekends. The County has held multiple meetings over the last two years

during non-work hours for the benefit of area residents, including seven noticed evening meetings before the MAC, and two meetings during May 2007 with SPA residents. There are no current plans to hold additional meetings in the evenings or on weekends.



Letter 52

RECEIVED

MAY 14 2007

ENVIRONMENTAL COORDINATION SERVICES

DEVELOPMENT SERVICES
DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

2101 ARENA BLVD., SUITE 200
SACRAMENTO, CA 95834

MEMORANDUM

Date: May 10, 2007
To: Maywan Krach
From: John Law, Environmental Planning

SUBJECT: NOP of a Draft Environmental Impact Report for the Placer Vineyards partially recirculated revised DEIR

The City of Sacramento, Environmental Planning Services Division, has received comments from our Traffic Engineering division, Samar Hajeer (enclosed). We appreciate the opportunity to comment on this project. Please keep us on the mailing list for this project and provide us a copy of the Final EIR when it becomes available to the public, as well as any additional noticing for this project.

A

Thank you.

Phone: 916.808-8458
Email: jlaw@cityofsacramento.org
Fax: 916.566-3968





DEVELOPMENT SERVICES
DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

New City Hall
915 I STREET, 3rd Floor
SACRAMENTO
CA 95814

DEVELOPMENT ENGINEERING
DIVISION

PH. (916) 808-7995
FAX (916) 808-7185

Date: April 24, 2007

Maywan Krach
Environmental Coordination Services
Placer County Community Resource Agency
3091 County Center Drive
Auburn, CA 95603
Email: mkrach@placer.ca.gov
Fax: 530-745-3003

Subject: **A Second Partially Recirculated Revised Draft EIR for the Placer Vineyards Specific Plan**

Thank you for the opportunity to review Second Recirculated Revised DEIR for the subject project. I am submitting these comments and request that these comments be considered in the preparation of Final EIR for the subject project.

1. Because of the project is of a regional or area wide significance, the City of Sacramento is requesting an origin- destination study be prepared to define the proposed project traffic into/out of the project area. Even though, it is anticipated that the several models used in the preparation of the traffic study did not consider the job/ housing balance as proposed by the project. Therefore, residents of the proposed project will travel to jobs out side the project vicinity and in specific to downtown Sacramento. This will impact the transportation system between the project site and the City of Sacramento.
2. The proposed project is in a close proximity to the City of Sacramento, it is expected that residents of the proposed project will be commuting on a daily basis to the Sacramento area. Therefore, traffic impacts to the main freeway system (SR 99/70, I-5, I-80) in the Sacramento area should be addressed in the DEIR. The DEIR and the Second Partially Recirculated DEIR defined impact to the SR 99/70 between Elkhorn and Riogo Road but it did not analyze the freeway system south of Elkhorn Blvd. Since the freeway system is already operating under unacceptable conditions in the peak hour, adding more traffic to the existing system will cause more delay to traffic using the freeway system in the City of Sacramento. This will cause vehicles to spill back to the City of Sacramento roads and cause big impacts on the City of Sacramento circulation system.
3. The proposed project should include discussion about the need for additional regional roadway facilities to serve the future development. Adding a substantial amount of land use to the region will cause unrealistic situation to roadway system in the region. The latest SACMET model reflects roadway improvements planned by SACOG through the

future year of the model. . Even with these improvements, these freeways are expected to operate at or above capacity without the addition of the regional projects defined above. Therefore, the proposed project should include the required roadway improvements to support the proposed project land use. These roadway improvements shall include not only onsite infrastructure, but also off site and regional roadway improvements

4. Since the freeway system within the City of Sacramento is already congested, adding the proposed project trips to the freeway system will result in vehicles diverting to local roadways and to the more rural roadways to avoid freeway congestion. If the proposed project did not implement any new roadway improvements (such as widening SR 99), North Natomas roadways for example will get overburdened by regional cut-through traffic. The North Natomas roadways is not designed to accommodate the amount of cut-through traffic expected from this project and any other regional project north of the Sacramento region

If I can be of further assistance, please contact me at (916) 808-7808 or via e-mail at shajeer@cityofsacramento.org.

Sincerely,
Samar Hajeer

Digitally signed by Samar Hajeer
DN: CN = Samar Hajeer, C = US
Date: 2007.04.25 13:33:20 -
07'00'

Samar Hajeer
Supervising Engineer

B cont.

LETTER 52 JOHN LAW, ENVIRONMENTAL PLANNING, CITY OF SACRAMENTO

Response 52A: Commenter requests future notice of the project and a copy of the Final EIR when it becomes available. Comment noted. The City of Sacramento is on the County's notification list. The commenter is advised that the Final EIR for the project was released in December of 2006. The current response to comment effort will result in a Supplement to the previously released Final EIR. The commenter is also advised that the NOP for the project was first published and circulated to responsible and trustee agencies and other interested parties in June, 1999. A subsequent NOP was circulated in May, 2001 that specifically addressed a change in the proposed water supply and outlined alternatives for both interim and long-term water supplies.

Response 52B: The City of Sacramento requests an analysis of traffic impacts on Interstate 5 and City streets. This request is outside the scope of the Second Partially Recirculated Revised Draft EIR. As stated on page I-11 of the Second Partially Recirculated Revised Draft EIR:

When the EIR is revised only in part and the lead agency is recirculating only the revised chapters or portions of the EIR, the lead agency may request that reviewers limit their comments to the revised chapters or portions of the recirculated EIR. The lead agency need only respond to (i) comments received during the initial circulation period that relate to chapters or portions of the document that were not revised and Recirculated, and (ii) comments received during the recirculation period that relate to the chapters or portions of the earlier EIR that were revised and recirculated [CEQA Guidelines Section 15088.5(f)(2)].

The Second Partially Recirculated Revised Draft EIR addresses a very narrow range of issues, including Conservancy fairy shrimp, water supply, a.m. peak hour traffic in Placer County and Sutter County, the Union Pacific Rail Road crossing in Sutter County and climate change. The City of Sacramento letter does not address any of these issues. Rather, the letter requests an origin-destination study, and suggests, but does not provide evidence, that the City of Sacramento circulation system will be affected by the Proposed Project. The City of Sacramento's comment is not one that can be addressed without considerable technical analysis, as traffic modeling is a time-consuming and very complicated exercise. The County did not specifically include the City of Sacramento circulation system in its analysis of project impacts, because Sacramento is relatively remote from the project site and the amount of project-related traffic typically diminishes with distance. The City also did not request such an analysis in response to the Notice of Preparation on the Revised Draft EIR.

The amount of project-related traffic typically diminishes with distance, and the outer limits of study areas typically coincide with the points where relatively few project trips are detectable. Most trips seek destinations relatively close to home, while other trips seek out far-distant destinations.

Placer County has studied a very significant geographic area, out of a determination to avoid understating the significance of impacts, and has redone some or all of its traffic analyses a number of times in order to address concerns raised by sister jurisdictions. After finding project-

related impacts in these other jurisdictions, the County devised Mitigation Measure 4.7-2, which requires the County to try to enter into agreements with Sutter County, Roseville, Sacramento County, and Caltrans. This proposal indicates Placer County's willingness to reach out to other communities to try to solve common traffic problems. Regrettably, the City did not speak up at the appropriate time to have the County address the City's concerns while it was also addressing concerns raised by Caltrans, Sutter and Sacramento Counties, and the City of Roseville.

The County welcomes a conversation with the City on issues of mutual concern. It must occur, however, in a forum other than the multi-year CEQA process for Placer Vineyards, which is now nearing its end.

RECEIVED
MAY 04 2007
ENVIRONMENTAL COORDINATION SERVICES

May 1, 2007

Maywan Krach
Placer County Community Development Resource Agency
Environmental Coordination Services
3091 County Center Drive
Auburn, CA 95603

Placer County Board of Supervisors
Placer County Planning Commission
West Placer Municipal Advisory Council

Re: Community Comments on the last EIR for the Placer Vineyard Specific Plan

Dear Representatives and County Agencies-

We are property and home owners in the adjoining or general area of this project (as know as the Special Planning Area or SPA). We understand the Placer County will soon review, comment and rule on the latest Environmental Impact Report concerning the Placer Vineyards Specific Plan (PVSP). As residences of property that is directly adjacent to this development we are very concerned about the plans and regulations which have been set out for our area. We have serious concerns about the planned set back distances (including limited landscaping, no mention of berms, or open/split rail fencing), traffic controls, and sound mitigation. Our concerns are as follows:

1-Set Backs- We feel the planned set back distances are inadequate. Our area is mainly rural agricultural, focused on ranch type properties. The bulk of the community raises large and small farm animals for food, sale and pleasure. These include but are not limited to cows, goats, sheep, pigs, horses, mules, donkeys, lamas, chickens, dogs and cats. We are the owners and operators of an equestrian facilities on Locust Road and we understand there will be a road running parallel to our covered arena, so we have concerns for the safety of not only family and our animals, but the safety of our boarders and there animals under our care.

Due to this "small farm", agricultural life style, we know that there is a need for a greater separation from the developing community and the existing homes, farms and properties. The separation is needed not only to protect our existing lifestyle, but also to protect the new development from all the environmental intrusions that come with farm animals. A set back distance greater than the stated 84 feet is needed, especially considering that the roadways are included in the measurement of this set back distance. There is no mention of sound absorption berms, bermed landscaping or split rail fencing stated in the community plan.

During the last West Placer MAC meeting, held April 12, 2007, the Placer County Representative making his Placer Vineyards presentation would not commit to us that Placer County would aid in protecting our quality of life. We find this is totally unacceptable and is not the treatment we expect from our representatives.

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2-Traffic Control- Right now, there is no suitable design for control of speed and traffic flow through our area. This is completely inadequate and causes us great distress. Baseline presently acts as a major thoroughfare to and from major interstates including Highway 99 and 70 and 65 and Interstate 80. As development continues in the Placer County area more and more commuters have grown to use Locust Road as a cut off during there daily commute to and from work in the greater Sacramento area. This increase in traffic to our area is a constant threat to our home, children, animals and property. Vehicles are continually running through fencing, onto our yards and pastures. This traffic serves the Placer County foothills communities of Lincoln, Stanford Ranch, and Roseville expansions. This tidal wave of traffic needs to be distributed more efficiently over a broader area on road ways designed to accommodate such levels of traffic flow.

B

3-Sound Mitigation-Road noise is presently unacceptable. The EIR and the PVSP does not detail practices or engineered solutions for the current and additional increases in noise from an exponential increase of traffic routed through Baseline Road and onto smaller surface streets such as Locust Road.

C

We want to control the outcome of how this project continues in our area. We know the project will go forward, but we do not want our area to become another uncontrolled growth area such as Antelope or North Natomas development. We will accept development that brings desirable environments, such as in Granite Bay, bring us well planned roadways and distributed bike paths, walking paths and equestrian trails. Smart growth should be Placer County focus, leaning heavily towards smaller, well-planned communities that included town centers, planned schools and parks and carefully controlled noise and traffic. If Placer County decides to recognize and serve all the communities needs and desires, we will support logical growth for our area,

D

Finally, we were informed that there are several upcoming community workshops related to this and other nearby Placer County developments. Please consider holding planning meetings and other pertinent activities during evenings and weekends, so residences of the effected area can attend these meetings.

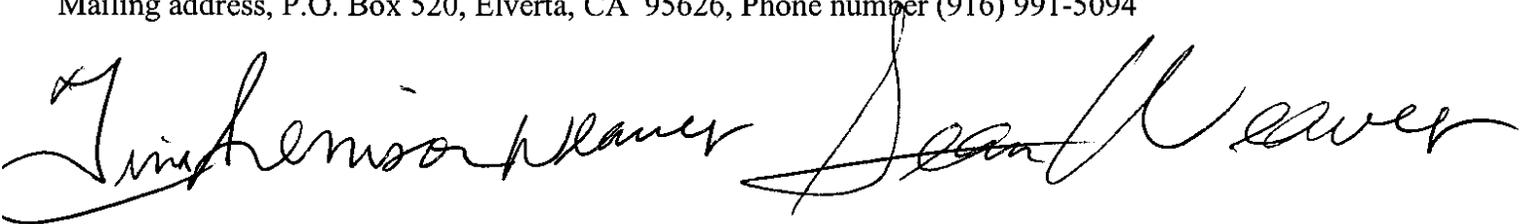
E

Sincerely the undersigned property and owners in the effected area-



Joyce and Duane Renison, residents and owners of 8450 Locust Road, Elverta, CA 95626, parcel #023-060-021-000 and 10355 Browing Street, parcel #023-060-025-000, Mailing address P.O. Box 520, Elverta, CA 95626, Phone number (916) 991-0563

Tina Renison-Weaver and Sean Weaver, residents and owners of 8484 Locust Road, Elverta, CA 95626 Mailing address, P.O. Box 520, Elverta, CA 95626, Phone number (916) 991-5094



*Copy of prior
letter + concerns*

May 10, 2006

**Placer County Planning Commission
Board of Supervisors**
11414 B Avenue
Auburn, CA 95603

RECEIVED

MAY 04 2007

ENVIRONMENTAL COORDINATION SERVICES

Re: Placer Vineyard (PEIR T20040651/SCH #1999062020), Revised Draft Environmental Impact Report (EIR)

To the Board and Commission-

We are property and home owners in the adjoining or general area of this project (as know as the Special Planning Area or SPA). Since we are not able to attend public hearing on the Plan on May 11, 2006 at 10:45 a.m. we wish to you to add our written comments and concerns regarding the Plan and Project.

Quality of Life-

We moved to this area to enjoy a rural life style and the development of property to the density proposed will bring the end to our country life and "move" us into the urban city. We have horses, chickens, animals, gardens and a peaceful existing with our surroundings. Wild birds and animals run through open pastures. With development comes the end of much of our quality of life. As animals are pushed out of open areas the will attempt to relocate to adjacent properties, this will include rodents which will take up "home" in our homes, garages, barns, outbuildings and property. What will the developers do to mitigate these issues affecting the current property owners?

Water Availability-

Currently we obtain our water from underground wells and as this development comes into play, we believe our water will be affected. If water for the development is obtained from ground sources and wells, our current well levels will drop as the water table drops in response to additional usage. The purity and quality of our water will be affected by this development.

Sewer and Drainage and Flood Control-

During winter storms our roads flood and drain ditches over fill with storm water. As new development occurs more flood and low lying lands are covered and build up, this will cause more flooding than we currently experience in the area. The levy system is taxed in our current situation and we do not want to add more water to this under-maintained system. Adequate sewer system must be developed to handle this new development as currently property owners have no county maintained system, but use septic systems on there property. The current drain ditches need to be keep clean and maintained to mitigate floods situations.

Traffic and Safety-

We experience many accidents on the roads in our area and currently our fences and property is damaged as more people and cars at added going at a faster and faster speed there will be more accidents in our area. We request that the developers mitigate the traffic situation and all noise levels of new constructions areas along with the traffic. We wish to have speed bumps or traffic and speed mitigation to slow traffic on developed and exiting rods.

Property Protections and Services-

We do not have adequate police and fire protection to accommodate this development without increasing such services in our area. With new development we expect we will have more crime and the need for more police protection.

Schools and Libraries and Open Areas and Parks-

Our schools are older in the area and there are no libraries in the area, this development will need to accommodate such services to the area. As the Project includes parks and open areas, who will maintain these parkways, bikeways and open areas? Who will pay for the water, utilities and services required to maintain these areas?

Loss of Property through Right of Ways and Widening of Roads-

Improvements are proposed to widened Locust Road to County standards and add new roadways adjacent to existing property owners. We wish to know what is "County standards" and how much of our land would be taken from the existing property. We do not want our current property sizes reduced in order to wider roads. Even through the County would pay the property owner for the property acquired, our homes would be closer to roadways than the currently are situated. This would be not an acceptable situation as more road noise and threat to property would occur. If new roads are proposed these roads should not be taken from existing land owners not direct involved in the project. All road right of ways should be allocated from the developed property and not those not a party to the development. Property at 8450 Locust Road has buildings on the adjacent property lines and if roads are developed on the Project the property owner does not want there land taken with roadway essessment and buildings threatened or required to be relocated in this process.

Expected Permits and Use-

At 8450 Locust there is a family business ran through a Multiple Use Permit for a horse stable, will this development affect this business? With new urban development next to a horse stable, the new property owners will have complains regarding "city" folks moving to the country. We do not want a new development to push out the existing business and residents. We do not wish to have the higher density development as suggested in the alternate plan, as we believe more people pushed closer together next to rural property is not the best plan for our area.

Timeline and Notice-

We would ask that you keep us advised of the timeline of this project and provide adequate notice of meetings and required filings. Most of the effected property owners in the area work during the day and do not live in Auburn, so meeting in our area and after work would be appreciated. Since we have not been allowed adequate time to research and obtain information regarding this development and the effects to the entire area and project, we have included our known issue. But we reserve the right to bring up additional issues and factors as they are revealed.

Sincerely the undersigned property and owners in the effected area-

Joyce and Duane Renison, residents and owners of 8450 Locust Road, Elverta, CA 95626, parcel #023-060-021-000 and 10355 Browing Street, parcel #023-060-025-000, Mailing address P.O. Box 520, Elverta, CA 95626, Phone number (916) 991-0563

Tina Renison-Weaver and Sean Weaver, residents and owners of 8484 Locust Road, Elverta, CA 95626 Mailing address, P.O. Box 520, Elverta, CA 95626, Phone number (916) 991-5094

Sue and Walter Wyllie, residents and owners of 8399 Locust Road, Elverta, CA 95626, parcel # , mailing address, P.O. Box 1089, Elverta, CA 95626

LETTER 53 JOYCE AND DUANE RENISON & TINA RENISON–WEAVER AND SEAN WEAVER

Response 53A: The commenters are concerned about the need for greater separation of the SPA from with its “small farm” and agricultural lifestyle from the balance of the Specific Plan area. See Response to Comment 51A.

Response 53B: Commenters are concerned about the speed and volume of traffic through the SPA, particularly Locust Road. See Response to Comment 51B.

Response 53C: The commenters have requested that additional mitigation be added for roadway noise increases. See Response to Comments 51B and 51C.

Response 53D: Commenters expresses desire to have project proceed as long as it accommodates a variety of amenity and creates a desirable living environment for everyone. See Response to Comment 51D.

Response 53E: Commenters request that future workshops and related meetings be held in the evenings and on weekends. See Response to Comment 51E.

Response 53F: Commenters attached an earlier comment letter submitted to the County in May 2006. See Responses to Comments 12A through 12I appearing in the October 2006 Final EIR for the Placer Vineyards Specific Plan project.

DEPARTMENT OF WATER RESOURCES

1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 942360001
(916) 653-5791



RECEIVED
MAY 10 2007
ENVIRONMENTAL COORDINATION SERVICES

May 7, 2007

Maywan Krach
Placer County
3091 County Center Drive
Auburn, California 95603

Placer Vineyards Specific Plan Second Partially Recirculated Revised Draft EIR
(PEIR T20040651)
State Clearinghouse (SCH) Number: 1999062020

The project corresponding to the subject SCH identification number has come to our attention. The limited project description suggests your project may be an encroachment on the State Adopted Plan of Flood Control. You may refer to the California Code of Regulations, Title 23 and Designated Floodway maps at <http://recbd.ca.gov/>. Please be advised that your county office also has copies of the Board's designated floodways for your review. If indeed your project encroaches on an adopted food control plan, you will need to obtain an encroachment permit from the Reclamation Board prior to initiating any activities. The attached Fact Sheet explains the permitting process. Please note that the permitting process may take as much as 45 to 60 days to process. Also note that a condition of the permit requires the securing all of the appropriate additional permits before initiating work. This information is provided so that you may plan accordingly.

A

If after careful evaluation, it is your assessment that your project is not within the authority of the Reclamation Board, you may disregard this notice. For further information, please contact me at (916) 574-1249.

Sincerely,

Christopher Huitt
Staff Environmental Scientist
Floodway Protection Section

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

DEPARTMENT OF WATER RESOURCES

1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 942360001
(916) 653-5791



September 20, 2006

Lori Lawrence
Placer County
11414 B Avenue
Auburn, California 95603

Placer Vineyards Specific Plan Revised Draft EIR (PEIR T200540651)
State Clearinghouse (SCH) Number: 1999062020

The project corresponding to the subject SCH identification number has come to our attention. The limited project description suggests a potential encroachment on an Adopted Plan of Flood Control. If indeed your project encroaches on an adopted flood control plan, you will need to obtain an encroachment permit from the Reclamation Board prior to initiating any activities. The attached Fact Sheet explains the permitting process. Please note that the permitting process may take as much as 45 to 60 days to process. Also note that a condition of the permit requires the securing all of the appropriate additional permits before initiating work. This information is provided so that you may plan accordingly.

If after careful evaluation, it is your assessment that your project is not within the authority of the Reclamation Board, you may disregard this notice. For further information, please contact Sam Brandon of my staff at (916) 574-0651.

Sincerely,

Mike Mirmazaheri, Chief
Floodway Protection Section

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Encroachment Permits Fact Sheet

Basis for Authority

State law (Water Code Sections 8534, 8608, 8609, and 8710 – 8723) tasks the Reclamation Board with enforcing appropriate standards for the construction, maintenance, and protection of adopted flood control plans. Regulations implementing these directives are found in California Code of Regulations (CCR) Title 23, Division 1.

Area of Reclamation Board Jurisdiction

The adopted plan of flood control under the jurisdiction and authority of the Reclamation Board includes the Sacramento and San Joaquin Rivers and their tributaries and distributaries and the designated floodways.

Streams regulated by the Reclamation Board can be found in Title 23 Section 112. Information on designated floodways can be found on the Reclamation Board's website at http://recbd.ca.gov/designated_floodway/ and CCR Title 23 Sections 101 - 107.

Regulatory Process

The Reclamation Board ensures the integrity of the flood control system through a permit process (Water Code Section 8710). A permit must be obtained prior to initiating any activity, including excavation and construction, removal or planting of landscaping within floodways, levees, and 10 feet landward of the landside levee toes. Additionally, activities located outside of the adopted plan of flood control but which may foreseeable interfere with the functioning or operation of the plan of flood control is also subject to a permit of the Reclamation Board.

Details regarding the permitting process and the regulations can be found on the Reclamation Board's website at <http://recbd.ca.gov/> under "Frequently Asked Questions" and "Regulations," respectively. The application form and the accompanying environmental questionnaire can be found on the Reclamation Board's website at <http://recbd.ca.gov/forms.cfm>.

Application Review Process

Applications when deemed complete will undergo technical and environmental review by Reclamation Board and/or Department of Water Resources staff.

Technical Review

A technical review is conducted of the application to ensure consistency with the regulatory standards designed to ensure the function and structural integrity of the adopted plan of flood control for the protection of public welfare and safety. Standards and permitted uses of designated floodways are found in CCR Title 23 Sections 107 and Article 8 (Sections 111 to 137). The permit contains 12 standard conditions and additional special conditions may be placed on the permit as the situation warrants. Special conditions, for example, may include mitigation for the hydraulic impacts of the project by reducing or eliminating the additional flood risk to third parties that may caused by the project.

Additional information may be requested in support of the technical review of

your application pursuant to CCR Title 23 Section 8(b)(4). This information may include but not limited to geotechnical exploration, soil testing, hydraulic or sediment transport studies, and other analyses may be required at any time prior to a determination on the application.

Environmental Review

A determination on an encroachment application is a discretionary action by the Reclamation Board and its staff and subject to the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code 21000 et seq.). Additional environmental considerations are placed on the issuance of the encroachment permit by Water Code Section 8608 and the corresponding implementing regulations (California Code of Regulations – CCR Title 23 Sections 10 and 16).

In most cases, the Reclamation Board will be assuming the role of a "responsible agency" within the meaning of CEQA. In these situations, the application must include a certified CEQA document by the "lead agency" [CCR Title 23 Section 8(b)(2)]. We emphasize that such a document must include within its project description and environmental assessment of the activities for which are being considered under the permit.

Encroachment applications will also undergo a review by an interagency Environmental Review Committee (ERC) pursuant to CCR Title 23 Section 10. Review of your application will be facilitated by providing as much additional environmental information as pertinent and available to the applicant at the time of submission of the encroachment application.

These additional documentations may include the following documentation:

- California Department of Fish and Game Streambed Alteration Notification (<http://www.dfg.ca.gov/1600/>),
- Clean Water Act Section 404 applications, and Rivers and Harbors Section 10 application (US Army Corp of Engineers),
- Clean Water Act Section 401 Water Quality Certification, and
- corresponding determinations by the respective regulatory agencies to the aforementioned applications, including Biological Opinions, if available at the time of submission of your application.

The submission of this information, if pertinent to your application, will expedite review and prevent overlapping requirements. This information should be made available as a supplement to your application as it becomes available. Transmittal information should reference the application number provided by the Reclamation Board.

In some limited situations, such as for minor projects, there may be no other agency with approval authority over the project, other than the encroachment permit by Reclamation Board. In these limited instances, the Reclamation Board

may choose to serve as the "lead agency" within the meaning of CEQA and in most cases the projects are of such a nature that a categorical or statutory exemption will apply. The Reclamation Board cannot invest staff resources to prepare complex environmental documentation.

Additional information may be requested in support of the environmental review of your application pursuant to CCR Title 23 Section 8(b)(4). This information may include biological surveys or other environmental surveys and may be required at anytime prior to a determination on the application.

LETTER 54 CHRISTOPHER HUITT, STAFF ENVIRONMENTAL PLANNER, FLOODWAY PROTECTION SECTION, CA DEPARTMENT OF WATER RESOURCES

Response 54A: Commenter suggests that the project may be an encroachment on a State adopted Plan of Flood Control. Commenter also attached a similar letter submitted in September 2006. The September 2006 was received after the close of the review period on the Revised Draft EIR and was, therefore, responded to in an appendix to the October 2006 Final EIR. The commenter is referred to “Appendix FEIR-D” of the Final EIR for a full response to the comments made in the letters of September 20, 2006 and May 7, 2007.

From: [Dianna Stewart](#)
To: [Maywan Krach](#);
Subject: PVSP
Date: Thursday, May 10, 2007 7:57:56 AM

May 9, 2007

To: Maywan Krach
Placer County Community Development Resource
Agency
Environmental Coordination Services
3091 County Center Drive
Auburn, CA 95603

West Placer Municipal Advisory Council
Mrs. Claudette A. Mitchel-Weismantel

Placer County Board of Supervisor
Mr. Rocky Rockholm

From: Brad and Dianna Stewart
9723 Newton St
Elverta, CA 95626

Subject: Community Comments on the latest EIR for the
Placer Vineyards Specific Plan

Brad and I are very concerned about the plans and regulations outlined for our particular area the Special Planning Areas (SPA) in the Placer Vineyards Specific Plan (PVSP). We moved to this area in 2003 because we

wanted to live in the country. We currently have horses, goats, chickens, dogs, and cats on our property and we hope to live with our animals for many more years.

We are concerned about the following:

- **Traffic Control** – In the four years we have lived on Newton Street the traffic keeps increasing mostly by people who do not live on or near this street because they are avoiding traffic on Base Line Road. In the morning when we walk our dog cars go by us doing 30 – 70 mpr. Some morning during our 30 minute walk we have counted 25 cars. This is a country road were people ride horses, drive horses and carts, and children play. This is unsafe for all. With all the new people you will be bringing into our area we do not see any design for traffic flow away from or speed control on our street.
- **Set Backs** – We feel the planned set back distances are inadequate for the safety of our property, animals, and ourselves. Fire is our biggest concern with crime second and adults and kids walking onto our property to look at the animals when we are not at home third. Animals can look very cute and harmless until you get into their pens and scare them.
- **Noise** - Farm animals make loud noises early in the morning and a lot of city people find it cute for a

A

B

C

while, than find it hard to live with when they want to sleep in. We came to the country to get away from the city noise and this project is bringing it into our back yard. I do not see any plans to keep the city noise away from the country people or the country noise away from the city people. Only distance will keep us apart and happy.

C cont.

These projects can work, please be smart about the planning of this area and add equestrian trails, walking and bike paths, parks, and open space between the city and the country properties to help keep us apart and happy.

D

Thank you for your attention to this matter. If you wish to contact us, please call us at (916) 991-2895.

Brad and Dianna Stewart

CC: All Newton Street Residence

LETTER 55 BRAD & DIANA STEWART

Response 55A: Commenter states that Newton Street is used by people avoiding Baseline Road traffic, resulting in unsafe conditions, and that the Proposed Project would increase traffic without any design to keep traffic flow away from Newton Street or control speeds. According to the traffic analysis, the Proposed Project would not substantially affect traffic on Newton Street. The traffic modeling shows no significant increase in traffic on Newton Street under either Existing plus Project or Cumulative plus Project conditions. Traffic would not increase on Newton Street under Existing plus Project conditions, because the Placer Vineyards project would widen Baseline Road and replace the congested stop sign controlled intersection of Baseline Road and Locust Road with a traffic signal. Traffic would not increase substantially on Newton Street under Cumulative plus Project conditions because the Placer Vineyards project would widen Baseline Road from four lanes to six lanes, thereby improving the traffic signal operations at the intersection of Baseline Road and Locust Road. The EIR states that the intersection of Baseline Road and Locust Road would improve from an Existing No Project LOS E (delay 46.8 seconds) to Existing Plus Project LOS A and from an Cumulative No Project LOS F to Cumulative Plus Project LOS E. With a traffic signal at the intersection of Baseline Road and Locust Road, the incentive to use Newton Road to avoid the intersection would be minimized.

Response 55B: The commenters express concern about required setbacks, fire, crime and trespass. See Responses to Comments 51A and 7B. As a consequence of project implementation, the project area would receive urban level police and fire protection. Adequate setbacks will be provided from future development to ensure that fire would not spread to neighboring properties. If the commenters are concerned about fires starting on property owned by them due to an accumulation of dry grass and weeds, this would not be a consequence of the project.

Response 55C: See Response to Comment 51A.

Response 55D: See Responses to Comments 51A and 51D.



MEMORANDUM

DATE: 05-11-07

TO: Maywan Krach

FROM: Brent Backus, Associate Planner

SUBJECT: Comments on the Partially Recirculated Revised DEIR Placer Vineyards Specific Plan

The District has the following comments:

Under 4.13.2 Environmental Setting, in the second paragraph it states the prominent GHGs. Ozone is not considered a GHG. As stated in AB 32 the GHG's are: carbon dioxide, methane, nitrous oxide, hydroflourocarbons, perfluorocarbons and sulfur hexafluoride. A

In the Feedbacks Mechanisms and Uncertainty paragraph on page 4.13-2 you may want to add that the current modeling for climate change is not an exact science and there is a high degree of uncertainty in projecting future climate change. B

LETTER 56 BRENT BACKUS, ASSOCIATE PLANNER, PLACER COUNTY AIR POLLUTION CONTROL DISTRICT

Response 56A: Commenter notes that ozone is not considered a GHG. Commenter is correct with respect to the list of GHG listed in AB 32, but is not correct in terms of the science of climate change. Global warming is the result of enhancement of the atmospheric greenhouse effect by increasing concentrations of selectively absorptive gases (which absorb radiation in the wavelength range 8-11 micrometers [μm], known as the atmospheric window region) above natural ambient concentrations. Ozone has a strong absorptive band at approximately 9 μm , which fits the definition of a greenhouse gas (Ahrens 2003). Although it may not be an abundant GHG in the context of project-related emissions or included in the text of AB 32, ozone is considered a GHG by the scientific community. Because AB 32 does not address ozone, however, the discussion of the project's contribution to GHG emissions and climate change impacts does not include those from ozone emissions.

Response 56B: Commenter notes that current modeling for climate change is not an exact science and a high degree of uncertainty exists in predicting future climate change. Comment noted. Although it is true that the science of climate modeling is subject to uncertainty, it is worth noting that there is a virtual scientific consensus that climate change itself is a real phenomenon, and that it is largely caused by human activity. There is also a fair degree of agreement that certain physical phenomena will result from global warming. The Intergovernmental Panel on Climate Change (IPCC), which has published recent reports forcefully making both of these points, is comprised of 300 scientists from 113 countries, and the Panel's findings represent a broad scientific consensus. In February 2007, the IPCC released a Summary document of its most authoritative compendium to date and Working Group 1 (WG1) Report, "The Physical Science Basis" of its Fourth Assessment Report (FAR) on Climate Change. The Third Assessment Report (TAR) was released in 2001, and has since been updated with the most recent data and level of understanding, much of which was reaffirmed by the FAR.

In the FAR, the Panel assesses likelihood of an event based on statistical certainty. The emission scenarios capture several possible future GHG projections. Although there is uncertainty regarding how policymaking, population growth, standard of living, advances in renewable energy technology, and other factors will change over the next 100 years and beyond, worldwide, the FAR expressed very high level of confidence for future climate projections for several different emission scenarios. Given these factors and the large menu of interacting mechanisms of the earth, ocean, and atmosphere system, scientists have narrowed future climate scenarios to a small range of possible values, accompanied by a high level of statistical certainty. For instance, according to the FAR, relative to years 1980-1999, at 2090-2099, global average temperature is expected to rise 1.1-6.4 degrees Celsius, with a more likely range of 1.8-4.0 degrees Celsius (3.2-7.2 degrees Fahrenheit) depending on future greenhouse gas emissions scenarios.

ENDNOTES

Ahrens, D. C. 2003. *Meteorology Today; an Introduction to Weather, Climate, & the Environment*. Brooks Cole, Inc. Pacific Grove, CA.

Intergovernmental Panel on Climate Change. 2007 (February). *Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the IPCC*. Geneva, Switzerland.



May 14, 2007

Lori Lawrence
Placer County Community Development Resource Agency
Environmental Coordination Services
3091 County Center Drive
Auburn, CA 95603

Subject: Revised Traffic Analysis, Section 4.7 of the Partially Recirculated Revised Draft EIR for the Placer Vineyards Specific Plan

Dear Ms. Lawrence:

As the owners of Parcel 3 in the proposed Placer Vineyard Specific Plan and Blueprint Alternative we are requesting a re-designation of proposed land uses on our property from a mix of commercial, residential and mixed-use to all commercial or a combination of commercial and power center¹. Towards that end, we have completed a traffic analysis to be considered in connection with the Revised Traffic Analysis of the Partially Recirculated Revised Draft EIR (Section 4.7). An e-mail memo from KD Anderson, Traffic Engineers, summarizing the traffic analysis is enclosed. The analysis concludes that the requested land use would result in a de minimis change in the project's impact on traffic compared to the currently proposed land uses on Parcel 3.

Not only will the development of our parcel to all retail uses not unduly impact the Placer Vineyards SPA but more commercial development on our parcel within the Plan area will provide a number of benefits. These benefits were outlined in a letter to the Placer Vineyards Owners Group and the County Board of Supervisors on August 7, 2006 (a copy of which is attached to this letter):

- Ensure competition within the Plan area, thereby providing protection to the consumer from price gouging from retailers.
- Result in higher architectural and construction quality of other retail development.
- Provide a better balance of jobs and services in relationship to population.
- Improve the economic feasibility of the Specific Plan.
- As part of our proposal we have agreed to allow the Town Center to construct the first grocery store in the plan area thus helping to get this important center started as a viable component of the Placer Vineyards community.

A

¹ See attached letter dated August 7, 2006 to the Placer Vineyards Owners Group.

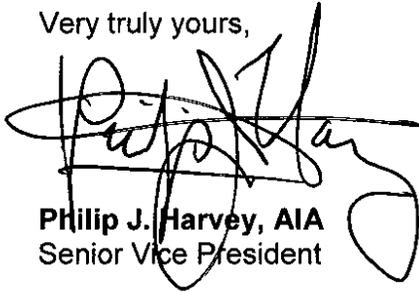
- Reduce vehicular trips if people living and working within the Plan area would otherwise travel for better prices or services not offered within the Plan.
- Generate sales tax, thereby making the Plan more economically attractive to Placer County.
- Balance expected retail development north of Baseline, providing benefit to Placer County.
- Provide a location for retail users that cannot be accommodated in the Town Center as far away from the town center as possible thus reducing the competitiveness with the Town Center but still keeping the important retail square footage within the Placer Vineyards specific plan area.

A cont.

We have promoted our position to the Placer Vineyards Owners Group on several occasions. No objectively defensible reason has been given for restricting retail uses in the Specific Plan nor for the use of the developable acreage within our site for all retail.

Please enter this letter and its enclosures into the public hearing record before the Planning Commission and the Board of Supervisors, and include a response in the Final EIR for the Placer Vineyards Specific Plan and Blueprint Alternative projects.

Very truly yours,



Philip J. Harvey, AIA
Senior Vice President

Encs.: 8/7/06 Letter from Philip J. Harvey to Placer Vineyards Owners Group
11/14/06 E-Mail Memorandum from Ken Anderson Company to Philip J. Harvey



August 7, 2006

Placer Vineyards Owners Group
c/o Mr. Kent J. MacDiarmid
The MacDiarmid Company
1090 Sunrise Avenue, Suite 100
Roseville, California 95661

Subject: Comments on Placer Vineyards Specific Plan Documents

Dear Owners Group:

This letter will reaffirm and further explain our dissatisfaction with the land uses proposed in both of the Placer Vineyards Specific Plans (PVSP--Draft and Draft Blueprint) for our property, Parcel 3. The Draft Plan proposes 58.5 developable acres on our 100.5-acre parcel, divided between 33.5 acres of Residential and 25 acres of Commercial. The Draft Blueprint proposes 59 developable acres, divided between 16 acres of Residential, 25 acres of Commercial and 18 acres of Commercial/Mixed Use. We continue to request a change in designation from Residential and Commercial/Mixed Use to all Commercial (59 acres), or a combination of Commercial (25 acres) and Power Center (35 acres). Please consider the following points in support of our request.

Generally accepted planning sources, including the International Council of Shopping Centers (ICSC), the recognized authority on subjects related to retail and commercial development, state there should be 60 square feet of retail space per person in any given trade area. The PVSP is intended to be a self-contained plan area. Application of the standard to the proposed land uses in both versions of the Plan results in a significant shortage of retail space. The Draft Plan anticipates 14,000 homes. At 3 persons per household, this equates to 42,000 people. This number of people requires 2,520,000 square feet of retail. The Draft Plan calls for only 1.5 million square feet of retail. The Blueprint Plan results in an even greater shortage of retail—it calls for the same 1.5 million square feet of retail for 66,000 people, a number which would, according to the standard of 60 feet of retail per person, utilize 3.6 million square feet of retail.

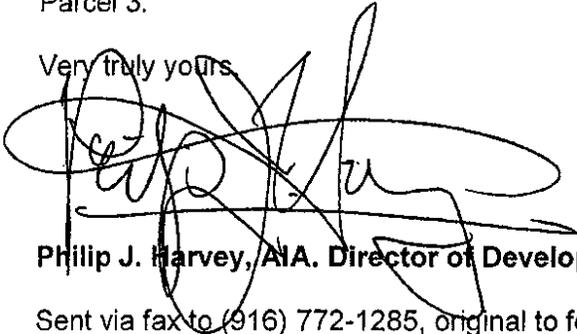
More commercial development on our parcel within the Plan area will provide all of the following benefits:

- Ensure competition within the Plan area, thereby providing protection to the consumer from price gouging.
- Result in higher architectural and construction quality of other retail development.
- Provide a better balance of jobs and services in relationship to population.
- Improve the economic feasibility of the Specific Plan.

- As part of our proposal we have agreed to allow the Town Center to construct the first grocery store in the plan area thus helping to get this important center started as a viable component of the Placer Vineyards community.
- Reduce vehicular trips if people living and working within the Plan area would otherwise travel for better prices or services not offered within the Plan.
- Generate sales tax, thereby making the Plan more economically attractive to Placer County.
- Balance expected retail development north of Baseline, providing benefit to Placer County.
- Provide a location for retail users that cannot be accommodated in the Town Center as far away from the town center as possible thus reducing the competitiveness with the Town Center but still keeping the important retail square footage within the Placer Vineyards specific plan area.

No objectively defensible reason has been given for restricting retail uses in the Specific Plan nor for the use of the developable acreage within our site for all retail. We request a change to our land use designation to 60 acres of Commercial or Commercial and Power Center. Toward this end, we intend to prepare and submit a traffic study to be considered in the context of the Revised, Recirculated EIR that will address the effects of 60 acres of retail on Parcel 3.

Very truly yours,



Philip J. Harvey, AIA, Director of Development

Sent via fax to (916) 772-1285, original to follow via US Mail

cc: Placer County Board of Supervisors Members
Mr. Tom Miller, Placer County Executive Officer
Mr. Michael Johnson, Planning Director, Placer County

Phil Harvey

From: Ken Anderson [kanderson@kdanderson.com]
Sent: Tuesday, November 14, 2006 5:32 PM
To: Phil Harvey
Subject: FW: Placer Vineyards Traffic Study

This is the note I sent last month.

ekn

-----Original Message-----

From: Ken Anderson [mailto:kanderson@kdanderson.com]
Sent: Wednesday, October 25, 2006 10:25 AM
To: 'Phil Harvey'
Subject: RE: Placer Vineyards Traffic Study

Phil:

It took a while, but we were able to change the land use in the DKS model and re-run it. Unfortunately, the total VMT with your project is higher (slightly) than without.

Without project 84,330,470 miles versus
With project 84,322,877 miles
Or .009% more.

At best, you could argue that it doesn't make it much worse, but you can't say that adding the retail reduces traffic.

Let me know what we want to do next.

ken
-----Original Message-----
From: Phil Harvey [mailto:phil@petrovichdevelopment.com]
Sent: Friday, October 06, 2006 11:55 AM
To: kanderson@kdanderson.com
Cc: Ann.Siprelle@bbklaw.com
Subject: Placer Vineyards Traffic Study

Ken,

Do you have an upfdate for me on your evaluation of the Placer Vineyards traffic study and traffic model vis-a-vis our desire to have our land at Watt and Baseline in 100 percent retail uses (or the acreage we can develop which would be approximately 60 net acres)? I believe I sent oive a proposed preliminary site plan a couple of weeks ago that showed our site as all retail. If there is anything you need please let me know..

Thanks,

Phil

Sent from my BlackBerry Wireless Handheld

--
No virus found in this incoming message.
Checked by AVG Free Edition.
Version: 7.1.407 / Virus Database: 268.13.0/465 - Release Date: 10/6/2006

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.408 / Virus Database: 268.13.11/496 - Release Date: 10/24/2006

--

No virus found in this outgoing message.

Checked by AVG Free Edition.

Version: 7.1.409 / Virus Database: 268.14.5/534 - Release Date: 11/14/2006

LETTER 57 PHILLIP J. HARVEY, AIA, SENIOR VICE PRESIDENT, PETROVICH DEVELOPMENT COMPANY

Response 57A: Commenter advises that his company is requesting a redesignation of land uses and has prepared a traffic analysis to be considered in connection with the change. An e-mail from kdAnderson Transportation Engineers is attached to the comment letter. The commenter requests that the submitted information be entered into the record and that a response be provided in the Final EIR.

The comment is not a comment on the Second Partially Recirculated Revised Draft EIR and as described in Response to Comment 51A, the County is under no obligation under CEQA to provide a response in the Final EIR. Further, the comment constitutes a request for a change in the project description, and as such would require additional analysis under CEQA before consideration by the County. This is necessary because the current Revised Draft EIR did not assess the proposed changes to the project description and whether different environmental effects may result. The commenter appears to acknowledge this circumstance, as evidenced by the attached e-mail from kdAnderson Transportation Engineers. Notably, the e-mail attached to the comment shows that the proposed change would slightly increase total vehicle miles, which indicates that the proposal would increase vehicle trips from the subject site. The comment and attachments do not, however, provide an *analysis* of the impacts of the increased traffic on local roadway segments or intersections. Such analysis would be required in order for the Board of Supervisors to consider the proposed change.

Although changed traffic impacts would be the most likely consequence of a changed project description, other effects may also arise, including those related to the air and noise analysis, drainage and land use. For example, an underlying assumption on which the Specific Plan and EIR rely is the presence of a viable Town Center. Without additional land use and, in particular, retail absorption analysis, it is not possible to know whether the Town Center would still be economically feasible under the changed project description. If the Town Center were to become infeasible, such a result could, in turn, have an impact on the fiscal effects of the overall Specific Plan. The absence of a functioning Town Center may also, in turn, have transportation impact implications.

Although the effects of the proposed change may ultimately be found to be minor, it is necessary that a full assessment of its implications be performed. This could be accomplished prior to Board action on the Specific Plan, though a delay in taking that action would surely result, or could be handled as a subsequent amendment to the Specific Plan, once the necessary studies have been completed.

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GEORGE E. PHILLIPS

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Carmichael, California 95608
Telephone (916) 979-4800
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May 14, 2007

VIA US MAIL AND FAX

Maywan Krach, CDRA Assistant Technician
Placer County Community Development Resource Agency
Environmental Coordination Services
3091 County Center Drive
Auburn, CA 95603

Re: Placer Vineyards Specific Plan
Second Partially Recirculated Revised Draft EIR

Dear Ms. Krach,

This office represents the Blue Oaks Property Owners, the developers of the proposed Creekview Specific Plan (CSP) located within the City of Roseville's sphere of influence and within the City/County Memorandum of Understanding (MOU) area. The Creekview Specific Plan is generally located north of Blue Oaks Boulevard and northwest of the West Roseville Specific Plan, as shown on Exhibit A. CSP proposes a mix of land uses including approximately 3,000 residential units and the extension of West Side Drive north of Blue Oaks Boulevard, shown on Exhibit B.

We reviewed the Placer Vineyards Specific Plan Second Partially Recirculated Revised Draft Environmental Impact Report (RRDEIR) dated March 2007 and offer the brief comments below.

As described on the top of page 6.3.1 of the RRDEIR, Figure 6-14 (Exhibit C) shows the current proposed route of the alternative off-site water pipeline. The text on page 6.3-2 states that west of Placer Ranch, the pipeline would be constructed through agricultural land, continuing south and connecting to the Regional University planned development project.

Figure 6-14 appears to depict the alignment of the pipeline within the west side of the proposed CSP project or generally following the Placer Parkway alignment. Please clarify whether the alignment is inside or outside of the boundaries of the CSP and its relationship to the Placer Parkway alignments. If the alignment is within the CSP, please revise the EIR to identify the proposed alignment through the CSP relative to the CSP land use plan (Exhibit B) and

A

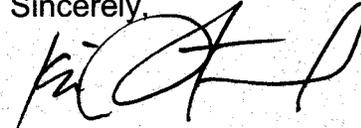
B

please describe impacts to biological resources (i.e. habitat and wetlands) and cultural resources within CSP.

B cont.

Please let us know if we can provide additional information to clarify our comments and thank you for the opportunity to review the RRDEIR.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kris Steward', written over a circular stamp or mark.

Kris Steward

- Exhibit A Creekview Specific Plan
- Exhibit B Creekveiw Specific Plan Land Use Plan
- Exhibit C Figure 6-14 Alternative Offsite Utility Corridor

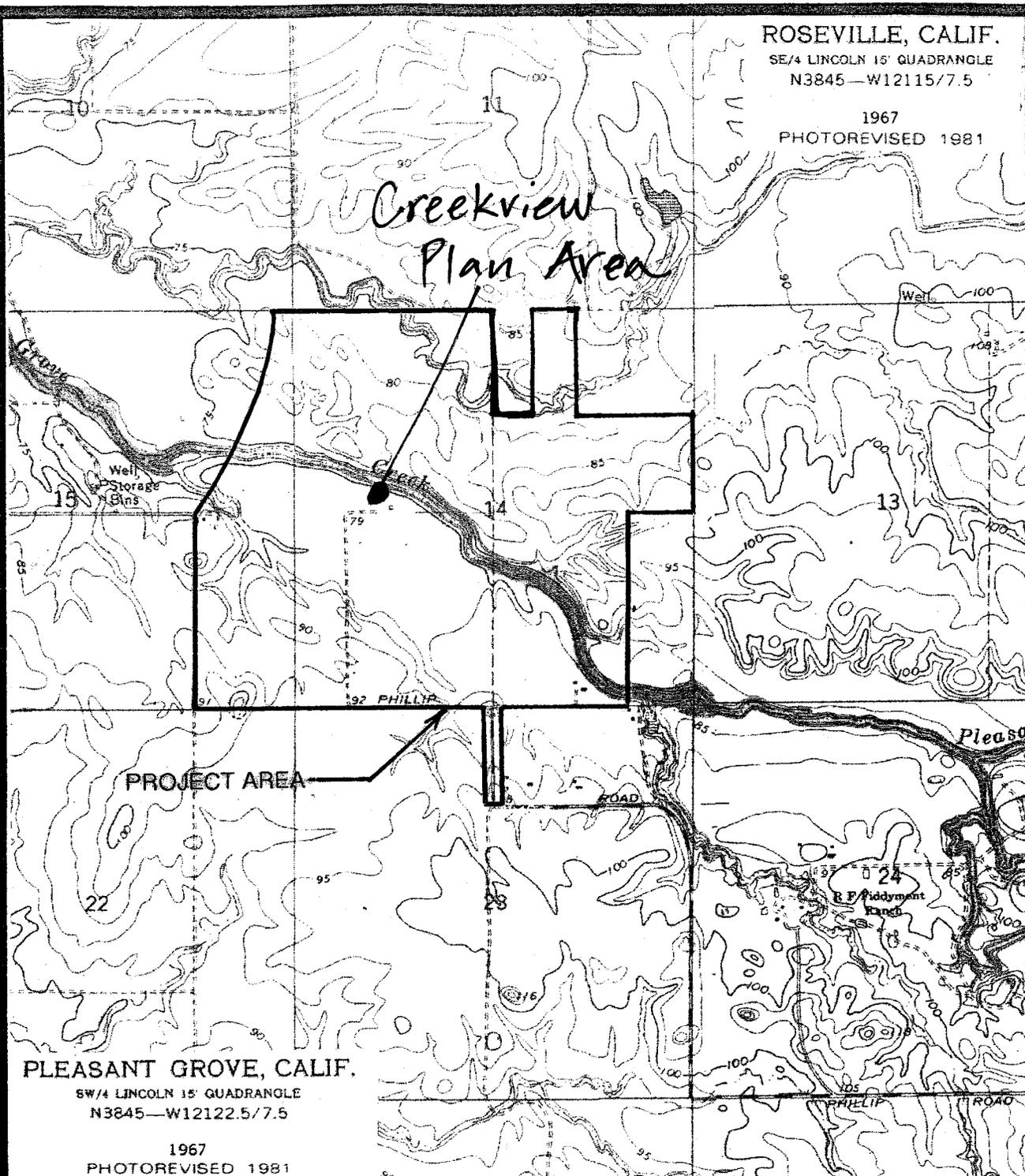
cc: Blue Oaks Property Owners
John Sprague, City of Roseville
Kathy Pease, City of Roseville

ROSEVILLE, CALIF.

SE/4 LINCOLN 15' QUADRANGLE
N3845—W12115/7.5

1967
PHOTOREVISED 1981

Creekview
Plan Area

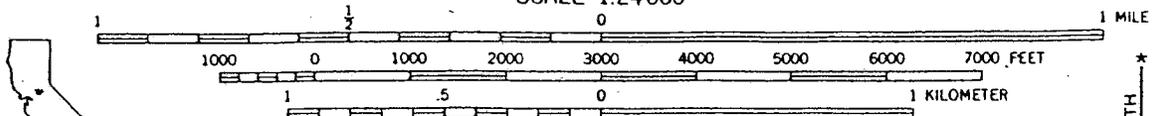


PLEASANT GROVE, CALIF.

SW/4 LINCOLN 15' QUADRANGLE
N3845—W12122.5/7.5

1967
PHOTOREVISED 1981

SCALE 1:24000



QUADRANGLE LOCATION

CONTOUR INTERVAL 5 FEET

BASL MAP IS MAPPED EDITED AND PUBLISHED BY THE U. S. GEOLOGICAL SURVEY

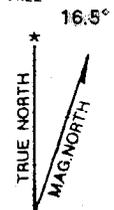
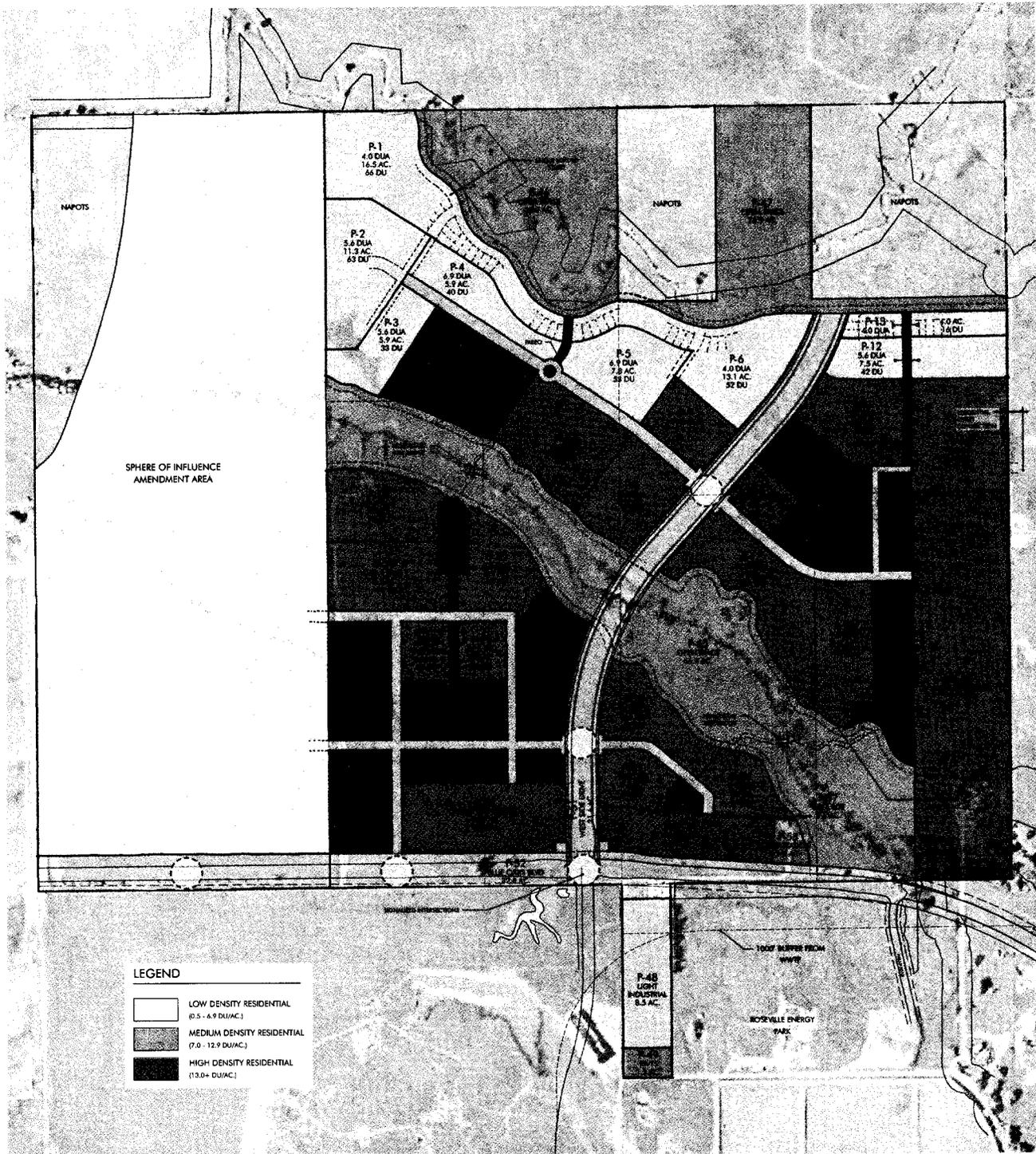


Exhibit A



LAND USE PLAN CREEKVIEW

SCALE: 1" = 200'-0"
JOB # 262.002

March 3, 2007
DARRIN GARDNER

1

18018 TELLER PINE
SUITE 260
DENVER, CO 80242
P: 949.220.6600
F: 949.220.8002

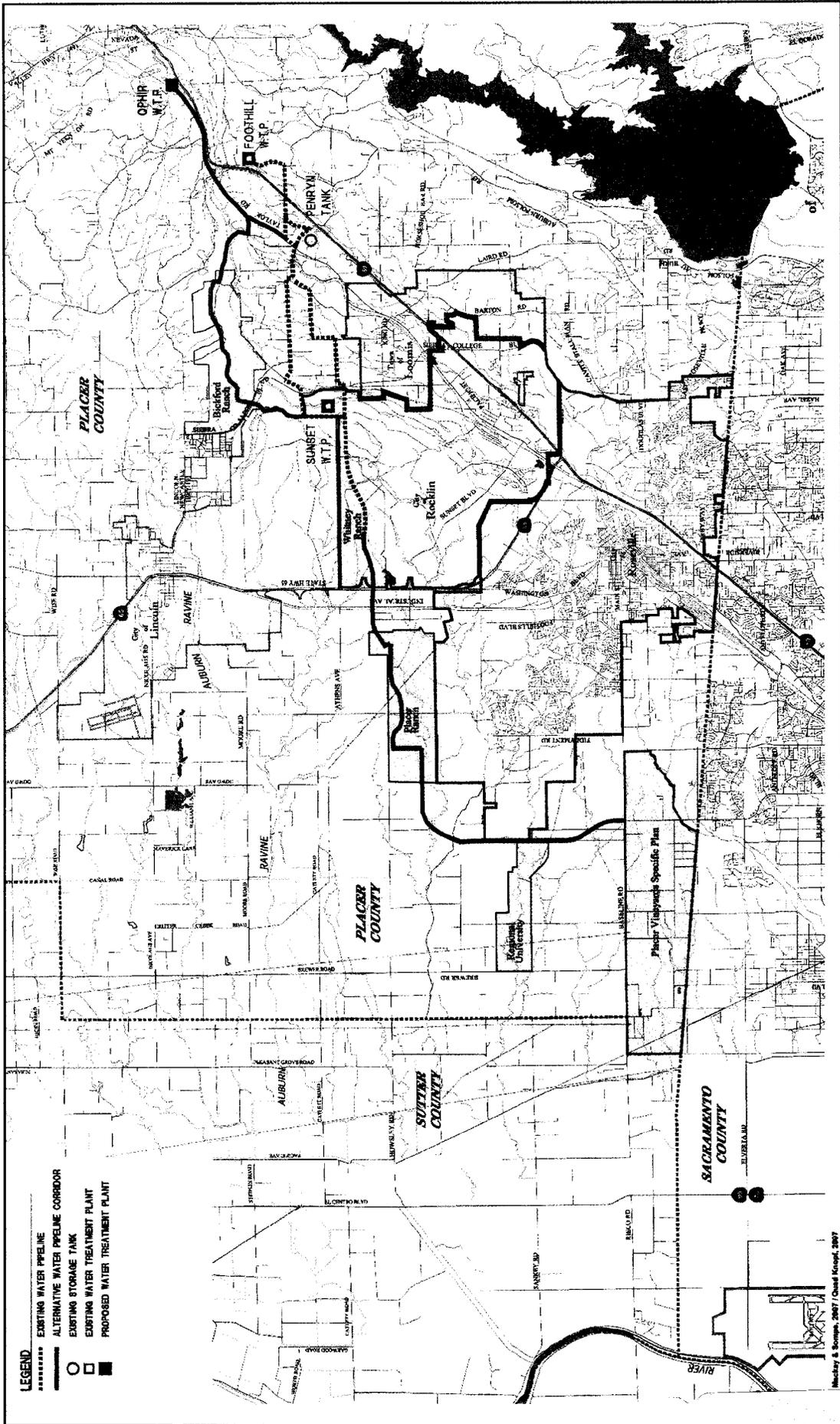


Figure 6-14

**PLACER VINEYARDS SPECIFIC PLAN
ALTERNATIVE OFFSITE UTILITY CORRIDOR (UPDATED REVISED DRAFT EIR)**



McIntyre & Scoville, 2007 / Charles Knopf, 2007