CHAPTER ONE INTRODUCTION

I.I BACKGROUND

In accordance with Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5, Placer County has decided to undertake a second partial recirculation of the *Placer Vineyards Specific Plan Revised Draft Environmental Impact Report* ("Revised Draft EIR"). This second partial recirculation is being undertaken in response to comments received on the *Placer Vineyards Specific Plan Final Environmental Impact Report* (Final EIR) for the project prior to certification, and other changed circumstances since Revised Draft EIR and Final EIR publication.

CEQA requires a lead agency to issue new notice and "recirculate" a revised EIR, or portions thereof, for additional commentary and consultation if, subsequent to the commencement of public review and interagency consultation but prior to final EIR certification, the lead agency adds "significant new information" to an EIR (see Pub. Resources Code, Section 21092.1; CEQA Guidelines, Section 15088.5; Laurel Heights Improvement Association of San Francisco, Inc. v. Regents of the University of California (1993) 6 Cal.4th 1112 (Laurel Heights II)). CEQA Guidelines Section 15088.5 provides four examples of disclosure which constitute "significant new information" for purposes of requiring recirculation of a revised EIR:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it; or
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The revised environmental document must be subjected to the same "critical evaluation that occurs in the draft stage," so that the public is not denied "an opportunity to test, assess, and evaluate the data and make an informed judgment as to the validity of the conclusions to be drawn therefrom" (Sutter Sensible Planning, Inc. v. Board of Supervisors (1981) 122 Cal.App.3d

¹ The CEQA Guidelines are found in Title 14 of the California Code of Regulations, commencing with Section 15000.

813, 822; see also *Save Our Peninsula Committee v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 131).

Recirculation of an EIR requires notice pursuant to CEQA Guidelines Section 15087, and consultation pursuant to Section 15086 (see CEQA Guidelines, Section 15088.5, subd. (d)). Where an agency determines that recirculation is required, the agency can satisfy its obligation by reissuing only the revised part or parts of the EIR, rather than a whole new document. "If the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified" (see CEQA Guidelines, Section 15088.5, subd. (c)).

1.2 **SUMMARY OF REVISIONS TO REVISED DRAFT EIR**

The CEQA Guidelines state that "[w]hen recirculating a revised EIR, either in whole or in part, the lead agency shall, in the revised EIR or by an attachment to the revised EIR, summarize the revisions made to the previously circulated draft EIR" (see CEQA Guidelines, Section 15088.5, subd. (g)). The following paragraphs summarize the various revisions contained in the subsequent chapters of this *Second Partially Recirculated Revised Draft EIR*:

SPECIAL-STATUS SPECIES

The County has decided to revise Table 4.4-3 (Listed and Special-Status Species Potentially Occurring in the Specific Plan Area, Specific Plan Area Vicinity, or Off-site Infrastructure Areas), which appears in Section 4.4 (Biological Resources) of the Revised Draft EIR to include Conservancy fairy shrimp as a species that could occur in the project area. The species was recently found on a similar site west of the City of Lincoln in Placer County. Accompanying explanatory text appearing on page 4.4-14 of the Revised Draft EIR has also been modified to reflect the additional invertebrate species. Revised Draft EIR Impact statements 4.4-2 and 4.4-16 already address listed vernal pool invertebrates, such as Conservancy fairy shrimp, and no modifications to these impacts are necessary. Mitigation Measures 4.4-2 and 4.4-16 provide mitigation for impacts to the affected vernal pool species and habitat which would include Conservancy fairy shrimp, if present. The impacts remain significant and unavoidable with mitigation because the mitigation measures do not guarantee preservation of affected vernal pools. The changes concerning special-status species are presented in Chapter Two of this Second Partially Recirculated Revised Draft EIR.

SUPPLEMENTAL WATER SUPPLY ANALYSIS

On February 1, 2007, the California Supreme Court filed its decision in the matter of *Vineyard Area Citizens For Responsible Growth v. City of Rancho Cordova*, reversing the lower court's ruling in favor of the respondents. The decision enunciates four overarching principles with regard to the manner in which water supply analyses should be performed when preparing environmental impact reports (EIRs) for large land use plans pursuant to the California Environmental Quality Act (CEQA). These principles are described and discussed in Chapter Two herein.

In response to the Court's decision, Placer County has undertaken a detailed review of the Placer Vineyards Specific Plan Final EIR in order to ensure full compliance with the Court's ruling and has decided to circulate a Supplemental Water Supply Analysis. The Supplemental Analysis includes a new Revised Draft EIR Section 4.3.5, which supplements and updates previous work, and a rewritten Revised Draft EIR Section 6.3.5.

One new Impact statement is added to the Revised Draft EIR as follows:

4.3.3-14A The long-term surface water supplies could yield less water than is projected, resulting in a permanent curtailment in development in western Placer County

This effect is analyzed in Chapter Two and found to be significant and unavoidable.

In addition, an analysis is provided of the effects of implementing Mitigation Measures 4.11.7-1a and 4.11.7-1c, which relate to a temporary curtailment in water supply. Mitigation Measure 4.9-3 is also modified to address the potential effects of blasting in the alternative long-term water supply pipeline corridor.

Other topics covered in Chapter Two include a detailed description of each short-term and long-term water supply option, including information from the *Sacramento River Water Reliability Study Initial Alternatives Report*. New information is also provided regarding PCWA's ability to deliver Middle Fork Project Water to western Placer County. In addition, water demand projections through year 2025 are provided for western Placer County and compared with available supply. Two new tables have been added, Tables 4.3.5-1 and 4.3.5-2, which demonstrate the assumed development buildout within the PCWA wheeling agreement service area and within western Placer County, respectively. The discussion concludes that there is a reasonable likelihood, though no guarantees, that one or more of the analyzed short-term supplies and long-term supplies will be available to the full project at buildout.

SUPPLEMENTAL TRAFFIC ANALYSIS

The County has decided to recirculate portions of Section 4.7 (Transportation and Circulation) and portions of Section 6.3.4 (Blueprint Alternative) related to transportation and circulation. The March 2006 Revised Draft EIR provided intersection analyses in four jurisdictions: Placer County, City of Roseville, Sutter County and Sacramento County. With the exception of Sacramento County, only the p.m. peak hour was analyzed, because a.m. peak hour was not typically analyzed in these jurisdictions. In response to requests received in comments on the Revised Draft and Partially Recirculated Revised Draft EIRs, a.m. peak hour traffic impacts have been quantified for Placer County and Sutter County (the latter was also provided in the October 2006 Final EIR). No a.m. peak hour analysis has been prepared for impacts occurring within the City of Roseville, because the City General Plan specifically refers to the p.m. peak hour. Additionally, an analysis of impacts to the Union Pacific Railroad (UPRR) crossing at Riego Road has been added.

Revisions to Revised Draft EIR Sections 4.7 and 6.3.4 are presented in their entirety in Chapter Three of this Partially Recirculated Revised Draft EIR. Where text appearing in the March 2006 Revised Draft EIR or July 2006 Partially Recirculated Revised Draft EIR is modified, "track changes" is utilized. The following is a summary of major new conclusions in the revised text and any additional proposed mitigation measures (conclusions are shown in bold and proposed mitigation is shown in italics) by jurisdiction.

EXISTING PLUS PROJECT CONDITIONS

Placer County

Level of Service at the intersection of Baseline Road and Fiddyment Road/Walerga Road would degrade from LOS "D" (observed LOS "F") to LOS "F" in both the a.m. and p.m. peak hour.

Level of Service at the intersection of Walerga Road and PFE Road would <u>operate at LOS</u> <u>F and the V/C would increase by more than 5% in the a.m. peak hour, and degrade from LOS "E" to LOS "F" in the p.m. peak hour.</u>

- 4.7-3b Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the following improvements:
 - i. Construct a second through lane on the southbound approach, a right turn lane to the eastbound approach and construct a second left turn lane on both the eastbound and westbound approaches to improve the intersection of Fiddyment Road and Baseline Road to LOS "C" (V/C 0.80) in the p.m. peak hour.
 - ii. Convert the southbound right turn lane into a free right turn lane, to improve the intersection of Fiddyment Road and Baseline Road to LOS "D" (V/C 0.87) in the a.m. peak hour.
 - <u>iii.</u> Construct a second through lane on both the northbound and southbound approaches, to improve the intersection of Walerga Road and PFE Road to LOS "B" (V/C 0.66) in the a.m. peak hour and LOS "D" (V/C 0.80) in the p.m. peak.

Sutter County

Level of Service at the intersection of Riego Road and Natomas Road would degrade from LOS "C" to LOS "F" in the a.m. and p.m. peak hours.

Level of Service at the intersection of Pleasant Grove Boulevard (North) and Riego Road would degrade from LOS "D" to LOS "F" in the a.m. peak hour and LOS "C" to LOS "F" in the p.m. peak hour.

Level of Service at the intersection of Pleasant Grove Boulevard (North) and Riego Road would degrade from LOS "D" to LOS "F" in the a.m. and p.m. peak hours.

Level of Service at the intersection of Highway 77/99 and Riego Road would operate at LOS "F" in the a.m. peak hour and would further degrade.

- 4.7-8b Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the following improvements in Sutter County:
 - 1. Install a signal at the intersection of Riego Road and Natomas Road to provide LOS "A" (V/C ratio 0.60) in the a.m. peak and LOS "B" (V/C 0.62) in the p.m. peak.
 - 2. Install a signal at the intersection of Riego Road and Pleasant Grove Road (North) to provide LOS "C" (V/C ratio 0.70) in the a.m. peak and LOS "B" (V/C 0.64) in the p.m. peak.
 - 3. Install a signal at the intersection of Riego Road and Pleasant Grove Road (South) to provide LOS "C" (V/C ratio 0.77) in the a.m. peak and LOS "C" (V/C 0.74) in the p.m. peak.
 - 4. At the intersection of Highway 99/77 and Riego Road, construct a third northbound and southbound through lane (2,000 to 3,000 feet long) to provide LOS "D" (V/C ration of 45.5 seconds) in the a.m. peak

Or

Construct the Highway 77/99 interchange at Riego Road.

CUMULATIVE CONDITIONS

Placer County

Level of Service at the intersection of Walerga Road and PFE Road would remain LOS "F" and would become worse.

Level of Service at the intersection of Dyer Lane and Baseline Road would degrade from LOS "D" to LOS "F" in both the a.m. and p.m. peak hour under the assumed geometry.

The new intersection of Watt Avenue and Dyer Lane would operate at LOS "F" conditions in both the a.m. and p.m. peak hour under the assumed geometry.

The new intersection of Walerga Road and East Town Center Drive would operate at LOS "F" in both the a.m. and p.m. peak hour conditions under the assumed geometry.

Level of Service at the intersection of Walerga Road and PFE Road would degrade from LOS "F" (V/C 1.42) to LOS "F" (V/C 1.63).

Level of Service at the intersection of Dyer Lane and Baseline Road would degrade from LOS "D" to LOS "F" in the a.m peak and LOS "D" to LOS "E" in the p.m. peak under the assumed geometry.

The new intersection of Walerga Road and Town Center Drive would operate at <u>LOS "E"</u> in the a.m. peak and LOS "F" conditions in the p.m. peak under the assumed geometry.

The new intersection of Watt Avenue and Dyer Lane would operate at LOS "F" conditions in both the a.m. and p.m. peaks under the assumed geometry.

- 4.7-13b Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the following improvements:
 - i. A third northbound and southbound through lane, a second eastbound and westbound through lane, a second northbound, an eastbound and westbound left turn lane and a free eastbound right turn lane to improve the intersection of Walerga Road and PFE Road to LOS "F" (V/C 1.19) in the p.m. peak hour.
 - ii. A third northbound and southbound through lane to improve the intersection of Walerga Road and Town Center Drive to LOS "B" (V/C ratio 0.61) in the a.m. peak hour and LOS "C" (V/C 0.73) in the p.m. peak hour
 - iii. Conversion of the northbound right turn lane into a free right turn lane to improve the intersection of Watt Avenue and Dyer Lane to LOS "E" (V/C 0.94) in the a.m. peak hour and LOS "F" (V/C 1.03) in the p.m. peak hour.
 - iv. Convert the northbound right turn lane into a free right turn lane to improve the intersection of East Dyer Lane and Baseline Road to LOS "E" (V/C 0.92) in the a.m. peak hour.

Sutter County

Level of Service at the intersection of Pleasant Grove Road (North) and Riego Road would degrade from LOS "D" to LOS "E" in the a.m. peak and LOS "E" to LOS "F" in the p.m. peak.

Level of Service at the intersection of Pleasant Grove Road (South) and Riego Road would degrade from LOS "D" to LOS "F" in the a.m. peak and LOS "E" to LOS "F" in the p.m. peak.

4.7-18b Consistent with Mitigation Measure 4.7-2a, the proposed project shall contribute its fair share toward the following improvements in Sutter County:

- i. Construct a second left turn lane on the southbound approach, to improve the intersection of Pleasant Grove Road (North) and Riego Road to LOS "D" (VC ratio 0.83) in the a.m. peak LOS "D" conditions (V/C 0.87) in the p.m. peak.
- ii. Construct a second left turn lane on the northbound and westbound approaches, to improve the intersection of Pleasant Grove Road (South) and Riego Road to LOS "C" (VC ratio 0.78) in the a.m. peak LOS "D" conditions (V/C 0.87) in the p.m. peak.

BLUEPRINT ALTERNATIVE

EXISTING PLUS PROJECT CONDITIONS

Placer County

Level of Service at the intersection of Baseline Road and Fiddyment Road/Walerga Road would degrade from LOS "D" to LOS "F" in both the a.m. and p.m. peak hour.

Level of Service at the intersection of Watt Avenue and PFE Road would degrade from LOS "C" to LOS "D" in the p.m. peak hour.

Level of Service at the intersection of Walerga Road and PFE Road would <u>operate at LOS</u> <u>F and the V/C would increase by more than 5% in the a.m. peak hour, and degrade from LOS "E" to LOS "F" in the p.m. peak hour.</u>

The intersection of Watt Avenue with PFE Road would be mitigated by constructing a westbound right turn lane. The mitigated LOS at Baseline Road with Fiddyment Road/Walerga Road would be LOS "D" (V/C 0.84) in the a.m. peak hour and LOS "E" (V/C 0.95) in the p.m. peak hour, Watt Avenue with PFE Road would be LOS "B" (V/C 0.66) in the p.m. peak hour, Walerga Road with PFE Road would be LOS "D" (V/C 0.84) in the a.m. peak hour and LOS "E" (V/C 0.98) in the p.m. peak hour.

Sutter County

Level of Service at the intersection of Riego Road and Natomas Road would degrade from LOS "C" to LOS "F" in both the a.m. and p.m. peaks.

Level of Service at the intersection of Pleasant Grove Boulevard (North) and Riego Road would degrade from LOS "D" to LOS "F" in the a.m. peak and LOS "C" to LOS "F" in the p.m. peak.

Level of Service at the intersection of Pleasant Grove Boulevard (South) and Riego Road would degrade from LOS "D" to LOS "F" in both the a.m. and p.m. peaks.

Level of Service at the intersection of Highway 77/99 and Riego Road would operate at LOS "F" in the a.m. peak and would further degrade.

Implementation of Mitigation Measures 4.7-8a and 4.7-8b would reduce this impact. The mitigated level of service of the intersection of Riego Road/Natomas Road would be <u>LOS "C" (V/C 0.72)</u> in the a.m peak and LOS "D" (V/C 0.87) in the p.m. peak, Riego Road/Pleasant Grove Road (North) would be <u>LOS "D" (V/C 0.87)</u> in the a.m peak and LOS "D" (V/C 0.87) in the p.m. peak, and Riego Road/Pleasant Grove Road (South) would be <u>LOS "D" (V/C 0.87)</u> in the a.m peak and LOS "E" (V/C 0.93) in the p.m. peak. The mitigated level of service at the intersection of Highway 77/99 and Riego Road would be LOS E (delay of 74.4 seconds) in the a.m. peak hour.

CUMULATIVE CONDITIONS

Placer County

Level of Service at the intersection of East Dyer Lane (Westside Drive) and Baseline Road would degrade from LOS "D" to LOS "F" in both the a.m. and p.m. peak hour under the assumed geometry.

The new intersection of Walerga Road and East Town Center Drive would operate at LOS "F" in both the a.m. and p.m. peak hour conditions under the assumed geometry.

The new intersection of Watt Avenue and Dyer Lane would operate at LOS "F" conditions in both the a.m. and p.m. peak hour under the assumed geometry.

Level of Service at the intersection of Fiddyment Road (Walerga Road) and Baseline Road would operate at LOS "F" and the volume to capacity ratio would increase by five percent in the a.m. peak hour.

The proposed Specific Plan would also have significant impacts at intersections a., d., e., and f and g.

Mitigation Measures 4.7-13a and 4.7-13b would reduce the Blueprint Alternative's contribution to cumulative traffic impacts by providing funding for intersection improvements.

The Mitigated Transportation Network includes construction of Placer Parkway, widening of some existing or planned roadways and intersections and improvements to transit service. As Revised Table 6-25 shows, the Mitigated Transportation Network would reduce the number of intersections with significant impacts and would reduce the severity of the impacts at other locations. Mitigation Measure 4.7-13(b) would improve conditions at the intersections of Walerga Road/PFE Road to LOS "F" (V/C 1.03) in the p.m. peak hour, Walerga Road/Town Center Drive to LOS "B" (V/C 0.67) in the a.m. peak and LOS "C" (V/C 0.74) in the p.m. peak, East Dyer Lane with Baseline Road to LOS "E" (V/C 0.94) in the a.m. peak hour and Watt

Avenue/Dyer Lane to LOS "E" (V/C 1.00) in the a.m. peak and LOS "F" (V/C 1.06) in the p.m. peak. Fiddyment/Baseline would operate at LOS "F" (V/C 1.26) in the a.m. peak hour.

Further, regardless of which improvements are implemented under Mitigation Measure 4.7-14(a), feasible mitigation measures have not been found at the five intersections with significant impacts under the Cumulative Plus Blueprint Project with Mitigated Transportation Network scenario.

Sutter County

Level of Service at the intersection of Pleasant Grove Road (South) and Riego Road would degrade from LOS "D" to LOS "F" in the a.m. peak.

Implementation of Mitigation Measures 4.7-18a and 4.7-18b would reduce this impact. The mitigated LOS at the intersection of Pleasant Grove Road (North) with Riego Road would be LOS "D" (V/C 0.86) and Pleasant Grove Road (South) with Riego Road would be LOS "D" (V/C 0.85).

UPRR CROSSING IMPACTS

Text is added to Section 4.7, Transportation and Circulation to address the issue of UPRR Crossing impacts. Existing conditions are described as well as the regulatory setting and method of analysis, cumulative analysis as well as the impacts under the blueprint alternative. The following impacts are discussed after Impact 4.7-22 on page 4.7-101 of the Revised Draft EIR under a new heading described as "UPRR Crossing Impacts":

- 4.7-23 The proposed project would increase vehicular traffic at the Riego Road crossing of the UPRR rail line.
- 4.7-24 The proposed project would contribute to cumulative increases in vehicular traffic at the Riego Road crossing of the UPRR rail line.

These impacts were found to be less than significant and no new mitigation is proposed.

CLIMATE CHANGE

A new Section 4.13 has been added to the Revised Draft EIR and is contained herein (Chapter Two). This section considers the impacts of the Placer Vineyards Specific Plan, including comparisons of the Placer Vineyards Specific Plan and the Blueprint Specific Plan Alternative ("Blueprint Alternative"), on greenhouse gas emissions and global climate change (Section 4.13.3). This section also considers the impacts of global climate change on the reliability of the Project's anticipated water supply (Section 4.13.4).

This information has been added to the EIR in response to recent heightened interest in the subject of global warming and climate change, and specifically, the State legislature's passage

and the Governor's signing of AB 32. The legislation is intended to control and reduce the emission of global warming gases in California. Although it did not amend CEQA or create any explicit mandate that CEQA documents address climate change issues, AB 32 requires both the reporting of greenhouse gas emissions and their reduction according to a schedule, including a reduction of carbon dioxide (CO2) emissions to 1990 levels by 2020. Because the State of California views global warming as a serious environmental threat in California, this *Second Partially Recirculated Revised Draft EIR* addresses the issue and provides full environmental disclosure of the possible effects of the project on greenhouse gas emissions, and proposes mitigation measures that would assist in reducing the project's effects.

Two new impacts statements and several mitigation measures are added to the EIR as follows:

4.13-1 Development of the Project could potentially result in a cumulatively considerable incremental contribution to the significant cumulative impact of global climate change.

It is concluded that the Placer Vineyards Project will likely result in a substantial amount of Green House Gas emissions. Because it cannot be determined to a reasonable degree of certainty that the Placer Vineyards Project will not result in a cumulatively considerable incremental contribution to the significant cumulative impact of global climate change, the County has conservatively determined that the project will result in such a cumulatively considerable incremental contribution.

The following mitigation measures are proposed to reduce greenhouse gas emissions within the Specific Plan area:

- 4.13-1a Implement Mitigation Measure 4.8-3, establishing guidelines for County review of future project-specific submittals for non-residential development within the Specific Plan area in order to reduce generation of air pollutants.
- 4.13-1b Implement Mitigation Measure 4.8-3b, requiring implementation measures to accomplish an overall reduction of 10 to 20% in residential energy consumption relative to the requirements of Sate of California Title 24.
- 4.13-1c Implement Mitigation Measure 4.8-3c, promoting a reduction of residential emissions.
- 4.13-1d *Implement Mitigation Measure 4.8-3e, requiring measures to promote bicycle usage.*
- 4.13-1e *Implement Mitigation Measure 4.8-3f, requiring measures to promote transit usage and ride sharing.*
- 4.13-1h Implement Mitigation Measure 4.8-3h, encouraging school districts to incorporate energy saving measures into the design, construction, and operation of elementary, middle and high school buildings and facilities.

- 4.13-1i Implement Mitigation Measure 4.8-3i, requiring measures to promote bicycle use, ride sharing, and commute alternatives to be incorporated into the design, construction and operation of public park areas.
- 4.13-1j Implement Mitigation Measure 4.6-3j, prohibiting open burning throughout the Specific Plan Area and requiring this prohibition in any project CC&Rs that are established.
- 4.13-1k Implement Mitigation Measure 4.7-2a-b; 4.7-5a-b, 4.7-6a-b; 4.7-12; and 4.7-13a-b, 4.7-15a-b, 4.7-16a-b, 4.7-17a-b, 4.7-19a-b, mitigating traffic impacts (see Recirculated RDEIR, July 2006).
- 4.13-11 *Implement mitigation measures 4.11.5-1a -4.11.5-1d, requiring waste diversion and recycling.*
- 4.13-1m Placer County and the project applicant shall work together to publish and distribute an Energy Resource Conservation Guide describing measures individuals can take to increase energy efficiency and conservation. The applicant shall be responsible for funding the preparation of the guide. The Energy Resource Conservation Guide shall be updated every 5 years and distributed at the public permit counter.
- 4.13-1n The project applicants shall pay for an initial installment of Light Emitting Diode (LED) traffic lights in all Specific Plan area traffic lights.
- 4.13-10 The project applicants and Placer County shall jointly develop a tree planting informational packet to help project area residents understand their options for planting trees that can absorb carbon dioxide.
- 4.13-1p Prioritized parking within commercial and retail areas shall be given to electric vehicles, hybrid vehicles, and alternative fuel vehicles.
- 4.13-2 The impacts of global climate change on water supply and availability could affect future water supply and availability in the Specific Plan area.

It is concluded that the Placer Vineyards Specific Plan will not suffer a reduction in water supply due to climate change, for the reasons set forth under discussion of Impact statement 4.13-2, and no mitigation measures are required.

I.3 PARTIALLY RECIRCULATED REVISED DRAFT EIR PROCESS

CEQA requires that the lead agency evaluate and respond to comments as provided in CEQA Guidelines Section 15088. Guidelines Section 15088.5, subdivision (f)(2), provides:

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. The lead agency's request that reviewers limit the scope of their comments shall be included either within the text of the revised EIR or by an attachment to the revised EIR.

The Second Partially Recirculated Revised Draft EIR will be subject to review and comment by the public, as well as all responsible agencies and other interested parties, agencies and organizations for a period of no less than 45 days. The Second Partially Recirculated Revised Draft EIR is available for public review at the following address:

Placer County Community Development Resource Agency
Environmental Coordination Services
3091 County Center Drive
Auburn CA 95603
(530) 745-3075
www.placer.ca.gov/CommunityDevelopment/Planning.aspx
www.placer.ca.gov/CommunityDevelopment/Planning/EnvDocs

The Second Partially Recirculated Revised Draft EIR will also be available for public review at:

Auburn-Placer County Library 350 Nevada Street Auburn, CA 95603

Roseville Public Library 225 Taylor Street Roseville, CA 95678

North Highlands/Antelope Library 4235 Antelope Road Antelope, CA 95843

Rio Linda/Elverta Library 902 Oak Lane Rio Linda, CA 95673

In accordance with Public Resources Code section 21092, subdivision (b)(1), and the CEQA Guidelines section 15150, subdivision (b), all documents and/or portions of documents incorporated into this *Second Partially Recirculated Revised Draft EIR* by reference are also available for public inspection at the Placer County Planning Department at the above addresses.

Following the close of the comment period, the County will prepare the Final EIR for the *Second Partially Recirculated Revised Draft EIR* as a supplement to the previously published Final EIR, October 2006. The Supplemental Final EIR will include all comments received in writing during the comment period for the *Second Partially Recirculated Revised Draft EIR*. In the Supplemental Final EIR, the County will respond only to comments submitted on the supplemental and revised materials released as part of the *Second Partially Recirculated Revised Draft EIR*.

Pursuant to CEQA Guidelines Section 15088.5, subdivision (f)(2), Placer County, in the Supplemental Final EIR, will only respond to comments received during the recirculation period that relate to the chapters or portions of the Revised Draft EIR that were added, supplemented, and/or revised, and recirculated. In other words, the partial recirculation is not an opportunity to re-submit comments on previously published topics, or add additional comments on previously published topics. Readers are therefore cautioned not to make comments on issues not directly implicated by this Second Partially Recirculated Revised Draft EIR. The Supplemental Final EIR will be published and made available to commenting agencies a minimum of ten days prior to a hearing by the Placer County Board of Supervisors to consider its adequacy in accordance with the CEQA Guidelines and County Guidelines.

In the event that the County Board of Supervisors approves the proposed Specific Plan, written findings of fact will be prepared and adopted in which the Board identifies all significant effects and adopts mitigation measures. In the findings of fact, the Board may, if it so chooses, reject mitigation measures and/or alternatives, and provide a written explanation of its reasons for doing so (see Pub. Resources Code, Section 21081, subd. (a); CEQA Guidelines, Section 15091, subd. (a)). If the Board chooses to approve a project that would result in an unavoidable significant impact, it must adopt a statement of overriding considerations, which must explain the benefits of the project that, on balance, have caused the Board to choose to accept a significant adverse environmental impact.

I.4 <u>SUBMITTING COMMENTS ON THE ADEQUACY OF THIS PARTIALLY</u> RECIRCULATED REVISED DRAFT EIR

As a member of the public or a representative of a public agency you may provide comments on the adequacy of this Partially Recirculated Revised Draft EIR. You may send in written comments to Placer County at the following address:

Maywan Krach, CDRA Assistant Technician Placer County Community Development Resource Agency Environmental Coordination Services 3091 County Center Drive Auburn, CA 95603 Section 15204 of the State CEQA Guidelines states, in pertinent part, as follows:

In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commentors.