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INTRODUCTION

1.1 TYPE AND PURPOSE OF THE DRAFT ENVIRONMENTAL IMPACT REPORT

The Bohemia Retail Draft Environmental Impact Report (Draft EIR) has been prepared in accordance with the California Environmental Quality Act of 1970, Pub. Res. Code §§ 21000-21178, as amended (CEQA) and the Guidelines for Implementation of the California Environmental Quality Act, Cal. Code Regs. Title 14, §§ 15000-15387 (CEQA Guidelines). Placer County is the lead agency for the environmental review of the Bohemia Retail project (proposed project) evaluated herein and has the principal responsibility for approving the project. As required by Section 15121(a) of the CEQA Guidelines, this EIR will inform public agency decision-makers, and the public generally, of the significant environmental effects of the project, identify possible ways to minimize the significant adverse environmental effects, and describe reasonable and feasible project alternatives which reduce environmental effects. The public agency shall consider the information in the Draft EIR along with other information that may be presented to the agency.

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a *project level EIR* pursuant to CEQA guidelines Section 15161. This type of analysis examines the environmental impacts of a specific development project. A *project level EIR* focuses primarily on the changes in the environment that would result from the development of the project, and examines all phases of the project including planning, construction, and operation.

CEQA requires the preparation of an EIR prior to approving any project that may have a significant effect on the environment. For the purposes of CEQA, the term *project* refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]). With respect to the proposed project, the County has determined that the proposed development is a *project* within the definition of CEQA, which has the potential for resulting in significant environmental effects.

1.2 SCOPE OF THE DRAFT EIR AND EFFECTS FOUND NOT TO BE SIGNIFICANT

State CEQA Guidelines Section 15126.2(a) states, in pertinent part:

An EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced.

Pursuant to State CEQA guidelines, the scope of this Draft EIR addresses specific issues and concerns identified as potentially significant. The Initial Study prepared for the proposed project concluded that several environmental issues would result in a less-than-significant impact. The complete text of the Initial Study is contained in Appendix C. Those items identified in the Initial Study as potentially significant are addressed in this Draft EIR.

For each technical environmental issue, the Initial Study identifies the level of impact for the proposed project. The Initial Study identifies the environmental effects as either having “No Impact,” “Less Than Significant Impact,” “Less Than Significant with Mitigation Measures,” or “Potentially Significant Impact.” Impacts identified in the Initial Study as “Less Than Significant with Mitigation Measures,” “Less Than Significant,” or “No Impact” are presented below. All remaining issues identified in the Initial Study as “Potentially Significant” are discussed in the subsequent technical chapters of this Draft EIR.

- *Aesthetics VI (1, 2)*: The proposed project would not have an adverse effect on a scenic vista, as neither the project site nor any surrounding areas have been designated as a scenic vista. In addition, the proposed project would not substantially damage scenic resources within a State scenic highway, as the project is not located within a scenic highway corridor.
- *Agricultural Resources II (1-4)*: The proposed project is not designated as prime, unique or other important farmland pursuant to the Farmland Mapping and Monitoring Program. The proposed project does not conflict with the General Plan policies regarding land use buffers, zoning or a Williamson Act contract as the property is not zoned as agricultural, does not contain agricultural uses and no agricultural uses are proposed. In addition, the proposed retail building is limited to the on-site development and off-site improvements that would be limited to the immediate vicinity. Neither the on- or off-site improvements are anticipated to involve changes to the existing environment which could result in the conversion of farmland to non-agricultural use.
- *Hazardous Materials and Hazards VII (1, 2, 4, 6-9)*: The proposed project is not located within the vicinity of a private airstrip and implementation of the project would not result in a safety hazard to people residing in the project area. The site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, but the site will not create a significant hazard to the public or the environment and will not expose people to existing sources of potential health hazards. The project includes the construction of a gas station with underground storage tanks for the storage and dispensing of gasoline fuel; therefore, construction of the site would involve the short-term use and storage of hazardous materials typically associated with grading, such as fuel and other substances. However, mitigation measures have been included in the Initial Study that would reduce impacts related to health hazards to a less-than-significant level.
- *Hydrology and Water Quality VI (1, 2, 10)*: The proposed project would not utilize groundwater, and would not be located in an area where soils are conducive to

- groundwater recharge. Therefore, the site would not substantially deplete groundwater supplies, interfere with groundwater recharge, or alter the direction or rate of flow of groundwater.
- *Land Use IX (1-3, 5-7)*: Implementation of the proposed project would not conflict with applicable environmental plans, policies, or agencies involving the project, affect agricultural resources on or within the vicinity, or divide any established community. The project site does not contain agricultural or timber resources, nor are such resources adjacent to the proposed project.
 - *Noise XI (3)*: The proposed project is not within the vicinity of a private airstrip; therefore, people residing or working within the area would not be exposed to excessive noise levels.
 - *Population and Housing XII (2)*: The proposed project is currently undeveloped; therefore, the proposed project would not displace existing housing.
 - *Public Services and Utilities XIII (3)*: The proposed project would not increase the need for additional school services because the site is proposed for commercial use.
 - *Recreation XIV (1, 2)*: The proposed project is a commercial retail development; therefore, the project would not have an impact on parks or recreational facilities, nor would there be an environmental impact resulting from the creation of new parks or recreational facilities as none are proposed.
 - *Transportation and Traffic XV (5, 7, 8)*: The project would include 733 on-site parking spaces where only 517 are required by Placer County. Impacts due to insufficient on-site parking spaces are not anticipated with the proposed project. In addition, the project would not conflict with any existing, or preclude anticipated future policies, plans, or programs supporting alternative transportation. Furthermore, the proposed project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
 - *Utilities and Service Systems XVI (3)*: The proposed project would not require the construction of a new on-site septic system.

Resources identified for study in this Draft EIR include:

- Land Use;
- Biological Resources;
- Cultural Resources;
- Visual Resources;
- Transportation and Circulation;
- Air Quality;

- Noise;
- Soils, Geology, and Seismicity;
- Hydrology and Water Quality;
- Public Services and Utilities;
- Hazardous Materials and Hazards;
- Mineral Resources; and
- Socio-Economics.

The evaluation of effects is presented on a resource-by-resource basis in Chapters 4 through 16 of the Draft EIR. Each chapter is divided into three sections: Environmental Setting, Regulatory Setting, and Impacts and Mitigation Measures. Chapter 16 of this Draft EIR has been included to provide further study of the potential Socio-Economic effects of the proposed project.

Impacts that are determined to be significant in Chapter 4 through 16, and for which feasible mitigation measures are not available to reduce those impacts to a less-than-significant level, are identified as *significant and unavoidable*. Chapter 18 of the Draft EIR presents a discussion and comprehensive list of all significant and unavoidable impacts identified in Chapter 4 through 16.

1.3 DEFINITION OF BASELINE

According to CEQA Guidelines Section 15125, an EIR must include a description of the existing physical environmental conditions in the vicinity of the project to provide the “baseline physical conditions” against which project-related changes can be compared. Normally, the baseline condition is the physical condition that exists when the NOP is published. The NOP for the proposed project was published on December 8, 2008. Therefore, conditions existing at that time are considered to be the baseline against which changes that would result from the proposed project are evaluated.

1.4 SIGNIFICANCE CRITERIA

The CEQA Guidelines define a significant effect on the environment as “a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance.” In addition, the Guidelines state, “An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.” (CEQA Guidelines Section 15382).

Pursuant to the CEQA Guidelines, this EIR relies on the following three levels of impact significance: 1) Less-than-significant impact; 2) Potentially significant impact that can be reduced to a less-than-significant level with implementation of mitigation; and 3) Significant impact that cannot be mitigated to a level that is less-than-significant.

Each environmental area of analysis uses a distinct set of significance criteria. Where measurable and explicit quantification of significance is identified, such as violation of an ambient air quality

standard, this measurement is used to assess the level of significance of a particular impact in this EIR. If criteria for determining significance relative to a specific environmental resource impact are not identified in the CEQA Guidelines, criteria were developed for this Draft EIR.

The significance criteria are identified at the beginning of the Impacts and Mitigation Measures section in each of the technical chapters of this EIR. Although significance criteria are necessarily different for each resource considered, the provided significance levels ensure consistent evaluation of impacts for all alternatives considered.

1.5 PROJECT BACKGROUND AND HISTORY

The 18.62-acre proposed project site is located approximately 2.3 miles north of downtown Auburn and consists of four parcels located on the east side of State Route 49 (SR 49) near the intersection of SR 49 and Luther Road. The western boundary of the project site is formed by the Wise Canal, single-family residences are located to the east and north, and commercial and industrial uses are located to the south. The project parcels are identified by Placer County Assessor's Parcel Numbers (APNs) 052-102-012, -103, -017, and -053.

The proposed project includes construction of a 155,000-square-foot retail building on 18.62 acres. It should be noted that the number and type of future tenant(s) are not known, but shall be selected during or after improvement of the site. In addition, the project would potentially include a portion of the site to be used as an outdoor garden center, lumberyard, or home improvement outdoor storage area.

In 1993, an EIR was prepared for the site as a Walmart retail store. The project was approved by the Planning Commission, appealed by the public and subsequently approved by the Board of Supervisors. Following approval by the Board of Supervisors, members of the public challenged the project in civil litigation and the project was ultimately withdrawn by the applicant.

In 2007, a second EIR was prepared for a residential subdivision (the Bohemia Subdivision). The project was approved by the Planning Commission, but was withdrawn by the applicant due to housing market conditions that coincided with final stages of project approval.

The Placer County zoning code designates a majority of the site as Commercial Planned Development, Combining Design Scenic Corridor, With Airport Overflight (CPD-Dc-AO). The small portion of the site formerly owned by PG&E, APN 052-102-053, is designated Industrial Park, Combining Design Scenic Corridor, With Airport Overflight (INP-Dc-AO). The Placer County General Plan (PCGP) and Auburn/Bowman Community Plan (ABCP) land use designations for the site are Commercial and Industrial.

1.6 DEFINITION OF TERMS

- *Bohemia Retail* is the proposed project, which is an infill project that seeks to preserve natural resources to the extent feasible while helping to complete land use planning for four parcels located on the east side of SR 49 near the intersection of SR 49 and Luther

Road. The proposed project includes construction of a single-tenant, 155,000-square foot retail building on 18.62 acres, to be utilized for commercial and industrial uses.

- *No impact* means no change from existing conditions.
- *Less-than-significant impact* means no substantial adverse change in the physical environment (no mitigation needed).
- *Potentially significant impact* means a potential effect that may cause a substantial adverse change in the environment (mitigation is recommended because potentially significant impacts are treated in the same way as significant impacts in the CEQA process).
- *Significant impact* means a substantial adverse change in the physical environment (consideration of feasible mitigation is required).
- *Significant and unavoidable impact* means a substantial adverse change in the physical environment (feasible mitigation is not available).

It should be noted that all of the technical terms used throughout the EIR are defined at their first usage.

1.7 PLACER COUNTY GENERAL PLAN GOALS AND POLICIES

The Placer County General Plan (PCGP) contains goals and policies related to the technical issue areas analyzed in Chapters 4 through 16 of the Bohemia Retail Draft EIR. The goals and policies contained in the PCGP are broad-based countywide guidelines that rely on the local community plans, such as the ABCP, for further implementation and clarification. Therefore, each technical issue chapter discusses only the proposed project's consistency with ABCP goals and policies. However, it should be noted that the proposed project would also be consistent with all of the following PCGP goals and policies:

Land Use Element

Policy 1.M.1. through Policy 1.M.3.

Biological Resources Element

Water Resources

Policy 6.A.1., 6.A.3. through 6.A.5., 6.A.7. and 6.A.8.

Wetland and Riparian Areas

Policy 6.B.1. through 6.B.5.

Fish and Wildlife Habitat

Policy 6.C.1. through 6.C.4., 6.C.6., 6.C.7., and 6.C.9. through 6.C.13.

Cultural Resources Element

Policy 5.D.1. through 5.D.12.

Visual Resources Element

Policy 1.K.1. through 1.K.5., 1.L.3., 1.O.1. through 1.O.4., and 1.O.7. through 1.O.10.

Transportation and Circulation Element

Policy 3.B.1. and 3.B.4., C.3.1. through C.3.4., 3.D.1. through 3.D.5., 3.E.1., 3.E.2., 3.E.4., and 3.E.6.

Air Quality Element

General

Policy 6.F.1. through 6.F.11.

Air Quality – Transportation and Circulation

Policy 6.G.1. through Policy 6.G.7.

Noise Element

Policy 9.A.1. through 9.A.6., and 9.A.8. through 9.A.11.

Soils, Geology, and Seismicity Element

Geologic Hazards

Policy 8.A.1., 8.A.2., 8.A.4., and 8.A.9. through 8.A.11.

Hydrology and Water Quality Element

General-Public Facilities and Services

Policy 4.C.4., 4.C.5., and 4.C.11.

Stormwater Drainage

Policy 4.E.1., 4.E.4. through 4.E.7., 4.E.9. through 4.E.13., and 4.E.15. through 4.E.17.

Flood Protection

Policy 4.F.1., 4.F.4., and 4.F.14.

Health and Safety Element

Flood Hazards

Policy 8.B.1. through 8.B.4.

Public Facilities and Services Element

Transportation and Circulation

Policy 3.A.12. and 3.A.14.

Public Facilities and Services

Policy 4.A.2.

Public Facilities and Services Funding

Policy 4.B.3.

Water Supply and Delivery

Policy 4.C.2. and 4.C.4.

Sewage Collection, Treatment, and Disposal

Policy 4.D.7. and 4.D.8.

Landfills, Transfer Stations, and Solid Waste Recycling

Policy 4.G.4. and 4.G.7.

Law Enforcement

Policy 4.H.1. through 4.H.3.

Fire Protection Services

Policy 4.I.1. through 4.I.3.

Hazardous Materials and Hazards Element

Health and Safety Element

Policy 8.C.3., 8.D.1., 8.D.2., 8.G.1. through 8.G.3., 8.G.5., and 8.E.2.

Mineral Resources Element

Policy 1.J.2. through 1.J.4.

1.8 PROJECT REVIEW AND CEQA PROCESS

The EIR process begins with the decision by the lead agency to prepare an EIR, either during a preliminary review of a project or at the conclusion of an Initial Study. Once the decision is made to prepare an EIR, the lead agency sends a Notice of Preparation (NOP) to appropriate government agencies and, when required, to the State Clearinghouse (SCH) in the Office of Planning and Research (OPR), which will ensure that responsible State agencies reply within the required time. The SCH assigns an identification number to the project, which then becomes the identification number for all subsequent environmental documents on the project. Applicable agencies have 30 days to respond to the NOP, indicating, at a minimum, reasonable alternatives and mitigation measures they wish to have explored in the Draft EIR and whether the agency will be a responsible agency or a trustee agency for the project. An NOP (See Appendix A) was prepared for the proposed project and was circulated from September 25, 2008 to October 24, 2008. In addition, a public scoping meeting was held on October 15, 2008.

As soon as the Draft EIR is completed, a notice of completion is filed with the SCH and a public notice is published to inform interested parties that a Draft EIR is available for agency and/or

public review. In addition, the notice provides information regarding the location of drafts and any public meetings or hearings that are scheduled. The Draft EIR is circulated for a period of 45 days, during which time reviewers may make comments. The lead agency must evaluate and respond to comments in writing, describing the disposition of any significant environmental issues raised and explaining in detail the reasons for not accepting any specific comments concerning major environmental issues. If comments received after public notice is given result in the addition of significant new information to an EIR, the revised EIR or affected chapters must be recirculated for an additional public review period with related comments and responses.

Once the lead agency is satisfied that the EIR has adequately addressed the pertinent issues in compliance with CEQA, a Final EIR will be prepared. The Final EIR is made available for review by the public or commenting agencies. Before approving a project, the lead agency shall certify that the Final EIR has been completed in compliance with CEQA, and that the Final EIR has been presented to the decision-making body of the lead agency, which has reviewed and considered the EIR. The lead agency shall also certify that the Final EIR reflects the lead agency's independent judgment and analysis.

The findings of fact prepared by the lead agency must be based on substantial evidence in the administrative record and must include an explanation that bridges the gap between evidence in the record and the conclusions required by CEQA.

Based on these findings, the lead agency may also prepare a Statement of Overriding Considerations (Statement) as part of the project approval process. If the decision-making body elects to proceed with a project that would have unavoidable significant impacts, then a statement explaining the decision to balance the benefits of the project against unavoidable environmental impacts must be prepared.

1.9 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

Placer County received 115 comment letters during the open comment period on the Notice of Preparation (See Appendix A) for the proposed project. A copy of each letter is provided in Appendix B of this EIR. In addition, a public scoping meeting was held on December 8, 2008 regarding the project, and a summary of the verbal comments that were made at the scoping meeting are included in Appendix B of this EIR. It should be noted that comments received on the project included 96 copies of a form letter, with 4 variations. The comment letters were authored by the following representatives of State and local agencies, as well as other interested parties:

State

- Deal, Nicholas – California Department of Transportation
- Morgan, Scott – California Governor's Office of Planning and Research, State Clearinghouse and Planning Unit
- Sanchez, Katy – Native American Heritage Commission
- Schwab, P.G. Kim A. – California Regional Water Quality Board, Central Valley Region

- Stites, Moses – California Public Utilities Commission

County

- Darrow, Andrew – Placer County Flood Control and Water Conservation District
- Tidman, Stan – Placer County Transportation Planning Agency

Public Service

- Steigmeyer, Robert – Pacific Gas and Electric Company

Group

- Baker, Greg – United Auburn Indian Community of the Auburn Rancheria
- Fiddler Green Homeowner Association Group (2 pages)
- Lively, Lee – Fiddler Green Homeowners Association
- McClellan, Richard D. – Mountain Shadows Homeowner Association

Individual

- Andrade, Dolores and Fernando
- Arvay, Carol
- Bartley, Robert
- Baxman, Tom & Maren
- Johnson, Brian & Joy
- Keyes, David
- Torres, Jess
- Form letter received 96 times with 4 variations:
 - Day, Bonnie
 - Gee, Ella Mae
 - Shumaker, Maxine
 - Truman, Mallory

The following list, categorized by issue, summarizes the concerns in these letters and the verbal comments from the public scoping meeting:

<p><u>Land Use</u> (<i>c.f.</i> Chapter 4)</p>	<p>Concerns related to:</p> <ul style="list-style-type: none"> • Compatibility of the project with the residential neighborhood. • Compliance with the Airport Land Use Commission (ALUC) requirements (i.e., height, C2 useage intensity). • Lack of definition of proposed uses. • Restriction of overnight camping. • Compatibility with the map and primary criteria for the Auburn Municipal Airport’s Influence Boundary Area. • Consistency determination with the Airport Land Use Commission. • Address the consistency of the proposed project with Zone C2 useage increase and Zone D limitations and requirements.
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<p><u>Biological Resources</u> (c.f. Chapter 5)</p>	<p>Concerns related to:</p> <ul style="list-style-type: none"> • Removal of an oak tree on the proposed project site.
<p><u>Cultural Resources</u> (c.f. Chapter 6)</p>	<p>Concerns related to:</p> <ul style="list-style-type: none"> • Compliance with CEQA guidelines for archaeological resources.
<p><u>Visual Resources</u> (c.f. Chapter 7)</p>	<p>Concerns related to:</p> <ul style="list-style-type: none"> • Potential for excess light and glare from the proposed project. • Appropriate landscaping and soundwalls to minimize the view of the proposed building.
<p><u>Transportation and Circulation</u> (c.f. Chapter 8)</p>	<p>Concerns related to:</p> <ul style="list-style-type: none"> • Widening of SR 49 and the effects of having left turn lanes. • Analysis of the proposed intersection at Canal and Erin. • Analysis of the LOS of traffic from Interstate 80 to SR 49. • Additional exits needed at Luther Road. • Analysis of internal intersections. • Alignment of SR 49 and the effects on safety from the horizontal curves. • Truck access on Canal Street. • Signalization of Luther Road/Canal Street and SR 49/Luther Road. • Adding alternate routes to the proposed project site. • Eliminating access from Canal Street except for emergency access. • Analysis of safety issues for residents at railroad crossings including signage warning devices, grade separations, elimination of driveways at or near the crossing, and blockage from sound walls, building, and landscape that are proposed for installation. • Mitigation for roadways and intersections with insufficient capacity to maintain an acceptable LOS with the addition of project-related traffic. • Installation of pull-out lanes for buses and vehicles. • Designing access roads to accommodate delivery trucks. • Safety of residents and park uses due to increased traffic. • Adding a secondary emergency access point.
<p><u>Air Quality</u> (c.f. Chapter 9)</p>	<p>Concerns related to:</p> <ul style="list-style-type: none"> • Mitigation of airborne dust during construction. • Analysis of airborne pollution from increased traffic, as well as diesel trucks. • Exhaust affecting users of the Fiddler Green Homeowner's Association park/recreation area.

<p><u>Noise and Vibration</u> (c.f. Chapter 10)</p>	<p>Concerns related to:</p> <ul style="list-style-type: none"> • Increased noise due to topography of site. • Noise related to extended hours of operation. • Limiting weekend and night deliveries. • Analysis of increased noise levels from equipment, traffic, and tire service. • Installation of a wall barrier along residential lots and on Canal Street.
<p><u>Hydrology and Water Quality</u> (c.f. Chapter 12)</p>	<p>Concerns related to:</p> <ul style="list-style-type: none"> • Best Management Practices for the design standards need to be addressed in the Hydrology and Water Quality chapter. • Address drainage issues of surface water by the development of a retention pond, adding roof drains, and including use of parking lot retention practices for storm water control. • Mitigation for project-related runoff. • Improvement of existing stormwater drainage systems. • Project-related blockage of Wise Canal. • Incompatible uses involving the proposed stormwater detention basin and fueling station in proximity to Canal. • Contaminants from fueling station in nearby canals and stormwater run-off. • Low Impact Development design standards being included in DEIR with as much specificity as possible. • Impacts or modification to Wise Canal and bridge would require PG&E review.
<p><u>Public Services and Utilities</u> (c.f. Chapter 13)</p>	<p>Concerns related to:</p> <ul style="list-style-type: none"> • An increase in electrical demand in the area. • Trash removal services along Canal Street. • Police patrol for park and surrounding residential areas. • Increased use of park by non-residents.
<p><u>Hazardous Materials and Hazards</u> (c.f. Chapter 14)</p>	<p>Concerns related to:</p> <ul style="list-style-type: none"> • Testing for hazardous materials due to past uses of site. • Safety of fueling station. • Safety issues involving the existing fencing and gates between the proposed project and Wise Canal.
<p><u>Socio-Economics</u> (c.f. Chapter 16)</p>	<p>Concerns related to:</p> <ul style="list-style-type: none"> • Duplication of services compared to nearby retail shops. • Feasibility of project given current economy.
<p><u>Alternatives</u> (c.f. Chapter 17)</p>	<p>Concerns related to:</p> <ul style="list-style-type: none"> • The use of alternative energy sources, such as solar energy fields. • Alternative uses such as housing, education and innovative development.

All of these issues are addressed in this Draft EIR, in the relevant sections identified in the first column.

1.10 ORGANIZATION OF THE DRAFT EIR

The Bohemia Retail Draft EIR is organized into the following sections:

Chapter 1 – Introduction

Provides an introduction and overview describing the intended use of the Draft EIR and the review and certification process, as well as summaries of the chapters included in the Draft EIR and summaries of the issues and concerns received from the public and public agencies during the NOP review period.

Chapter 2 – Executive Summary

Summarizes the elements of the project and the environmental impacts that would result from implementation of the proposed project, describes proposed mitigation measures, and indicates the level of significance of impacts after mitigation. Acknowledges alternatives that would reduce or avoid significant impacts.

Chapter 3 – Project Description

Provides a detailed description of the proposed project, including the project's location, background information, major objectives, and technical characteristics.

Chapter 4 – Land Use

The Land Use chapter of the EIR is intended to provide the reader with information regarding current General Plan land use and zoning designations, as well as land use policies in Placer County and in the vicinity of the proposed project. Section 15125(d) of the California Environmental Quality Act (CEQA) Guidelines states, "the EIR shall discuss any inconsistencies between the proposed project and applicable general plans and regional plans."

Chapter 5 – Biological Resources

The Biological Resources chapter of the EIR evaluates the biological resources known to occur or potentially occur within the proposed project site. This chapter describes potential impacts to those resources, and identifies measures to eliminate or substantially reduce those impacts to less-than-significant levels.

Chapter 6 – Cultural Resources

The Cultural Resources chapter of the EIR describes cultural resources known to be located within the proposed project area. Prehistoric resources are those sites and artifacts associated with indigenous, non-Euroamerican populations, generally prior to contact with people of European descent.

Chapter 7 – Visual Resources

The Visual Resources chapter of the EIR describes existing visual and aesthetic resources for the project area and the region, and evaluates potential aesthetic impacts of the project. In addition, the ABCP goals and policies pertaining to aesthetics are described. The California

Environmental Quality Act (CEQA) describes the concept of aesthetic resources in terms of scenic vistas, scenic resources (such as trees, rock outcroppings, and historic buildings within a state scenic highway), the existing visual character or quality of the project area, and light and glare impacts.

Chapter 8 – Transportation and Circulation

The Transportation and Circulation chapter of the EIR discusses existing and cumulative transportation and circulation conditions associated with the proposed project. The analysis includes consideration of automobile traffic impacts on roadway capacity, transit impacts, bicycle impacts, and pedestrian impacts.

Chapter 9 – Air Quality

The Air Quality chapter of the EIR describes the impacts of construction and operation of the proposed project on local and regional air quality. The chapter was prepared using methodologies and assumptions recommended within the indirect source review guidelines of the Placer County Air Pollution Control Board (Placer APCD).

Chapter 10 – Noise

The Noise chapter of the EIR describes the existing noise environment in the project vicinity, and identifies potential impacts and mitigation measures related to the construction and operation of the proposed project.

Chapter 11 – Soils, Geology, and Seismicity

The Soils, Geology, and Seismicity chapter of the EIR describes the geologic and soil characteristics of the project site and evaluates the extent to which implementation of the proposed project could be affected by seismic hazards such as ground shaking, liquefaction, and expansive soil characteristics. The analysis also addresses potential effects of the proposed project on erosion.

Chapter 12 – Hydrology and Water Quality

The Hydrology and Water Quality chapter of the EIR describes existing drainage and water resources for the project site, and evaluates potential impacts of the project with respect to flooding, surface water resources, and groundwater resources.

Chapter 13 – Public Services and Utilities

The Public Services and Utilities chapter of the EIR describes the public service systems and facilities within the project area and the associated potential impacts resulting from the proposed project. Public services considered in the analysis include water supply and delivery, wastewater, solid waste disposal, law enforcement, fire protection and emergency medical services, electric power, natural gas, and communications systems. The Public Services chapter will also discuss thresholds of significance for such impacts, and will develop mitigation measures and monitoring strategies.

Chapter 14 – Hazardous Materials and Hazards

The Hazardous Materials and Hazards chapter of the EIR describes existing and potentially occurring hazards and hazardous materials within the project area. The chapter discusses

potential impacts posed by these hazards to the environment, as well as to workers, visitors, and residents within and adjacent to the project area.

Chapter 15 – Mineral Resources

The Mineral Resources chapter of the EIR describes the mineral characteristics of the project site and evaluates the extent to which implementation of the proposed project could affect the availability of locally and regionally valuable mineral resources.

Chapter 16 – Socio-Economics

The Socio-Economics chapter of the EIR considers whether the proposed project would result in significant adverse physical deterioration of properties or structures, or urban decay, due to economic impacts on existing businesses and the inability of property owners to lease existing vacant buildings and buildings that may be vacated as a consequence of economic impacts resulting from the proposed project.

Chapter 17 – Alternatives

The Alternatives chapter of the EIR describes and evaluates the alternatives to the proposed project.

Chapter 18 – Cumulative Impacts and Other CEQA Sections

The Cumulative Impacts and Other CEQA Sections chapter of the EIR includes brief discussions regarding those topics that are required to be included in an EIR, pursuant to the CEQA Guidelines Section 15126.2. The chapter includes a discussion of the proposed project's potential to induce economic or population growth; in addition, the chapter includes lists of significant irreversible environmental changes, cumulative impacts, and significant and unavoidable impacts that would be caused by the proposed project.

Chapter 19 – Authors

The Authors chapter of the EIR lists EIR and technical report authors who provided technical assistance in the preparation and review of the Draft EIR.

Chapter 20 – References

The References chapter of the EIR provides bibliographic information for all references and resources cited.

Appendices

The Appendices include the NOP, comments received during the NOP comment period, the Initial Study, and all technical reports prepared for the proposed project.