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LAND USE

The Land Use chapter of the Environmental Impact Report (EIR) is intended to provide the reader with information regarding current Placer County General Plan (PCGP) and Auburn/Bowman Community Plan (ABCP) land use designations and zoning designations for the project site and surrounding areas, as well as land use policies in the ABCP. 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.” The Bohemia Retail project (proposed project) is analyzed in this chapter for compatibility with surrounding land uses. The project’s consistency with the PCGP,¹ the ABCP,² and the Placer County Zoning Ordinance³ is dismissed from further consideration in the Initial Study.

Impacts that have already been identified in the Bohemia Retail Initial Study as having *no impact* (physically divide an established community; conflict with PCGP/Community Plan/Specific Plan designations or zoning, or Plan policies adopted for the purpose of avoiding or mitigating an environmental effect; affect agricultural and timber resources or operations [i.e. impacts to soils or farmlands and timber harvest plans, or impacts from incompatible land uses]; disrupt or divide the physical arrangement of an established community [including a low-income or minority community]; result in a substantial alteration of the present or planned land use of an area), and impacts with *less-than-significant* levels (conflict with any applicable habitat conservation plan or natural community conservation plan or other County policies, plans, or regulations adopted for purposes of avoiding or mitigating environmental effects) are not further addressed within this chapter. The impacts identified as *potentially significant* in the Initial Study are addressed in this chapter.

4.1 ENVIRONMENTAL SETTING

The following provides the existing land uses on the project site as well as the proposed land uses designations, and zoning.

Existing Land Uses

The proposed project is composed of four parcels totaling approximately 18.62 acres. The project’s primary access point is located off of State Route (SR) 49 to the east of Hulbert Way. The proposed project site is located on the west side of Canal Street, north of Luther Road and east of Wise Canal, in the North Auburn area in unincorporated Placer County.

The project site is a former lumber yard that is currently vacant. The lumber yard buildings were removed in the early 1980s, but the concrete slabs, as well as graveled and paved on-site roads are still evident. Land uses surrounding the site include single family residences to the north and east, Pacific Gas & Electric (PG&E) corporation yard to the southeast, and commercial

operations to the west and south. The Wise Canal forms the western boundary of the site between the commercial operations and the project site. In addition, a small portion of the northwestern boundary of the site is adjacent to the Union Pacific Railroad.

Proposed Land Uses

The proposed project includes the development of a 155,000-square-foot retail building that would occupy the majority of the eastern portion of the site. In addition, a fueling station is proposed in the southwest portion of the site. The retail building and fueling station would be surrounded by parking and landscaping areas. In addition, development of the site would include construction of retaining walls and fences for security and screening purposes. Primary access to the site would be via a new private access easement that connects to SR 49. A new bridge crossing the Wise Canal would replace the existing bridge and a secondary access via Canal Street would be constructed near the southeast corner of the retail building.

Existing PCGP Land Use Designations

The PCGP provides broad land use designations for all land uses within the unincorporated County. Land use designations are further refined by community plans. The majority of the project site is currently designated General Commercial by the PCGP, and a small part of the southeast portion of the site (Assessor's Parcel Number [APN] 052-102-053) is designated as Industrial (See Figure 4-1). The land use designations are defined in the PCGP as follows:

General Commercial

This designation identifies a variety of urban commercial areas including shopping districts, service commercial areas, office areas, and neighborhood-serving commercial centers. This designation is applied within urban areas where the commercial development will be near major transportation corridors, and within downtowns, village centers, or other major commercial areas or centers. Typical land uses allowed include: all types of retail stores, restaurants, and shopping centers (limited in extent where necessary to maintain compatibility with adjoining land uses, such as in a neighborhood commercial center), offices, service commercial uses, recreation, education, and public assembly uses, medical services, child care facilities, necessary public utility and safety facilities, and similar and compatible uses. Developments including multifamily dwellings as the primary land use or as part of a mixed-use project may also be allowed where appropriate.

Industrial

This designation provides for all types of manufacturing, assembly, storage, and distribution, and research and development activities in settings ranging from campus-like business parks to heavy industrial areas. The specific types of allowable industrial activity will be determined by the appropriate community plan, specific plan, or zoning. This designation is applied to areas with good access to major truck transportation routes and rail lines, located near concentrated residential areas so that employee commute times and distances are minimized. Typical land uses allowed include: all types of manufacturing and processing uses (limited where necessary to

ensure compatibility between adjoining land uses), business support services, retail and service commercial uses necessary to support manufacturing and processing activities and their employees, necessary public utility and safety facilities, and similar and compatible uses. The only residential use allowed in this designation is caretaker/employee housing.

Existing Auburn/Bowman Community Plan Land Use Designations

The ABCP provides more detailed land use designations than the PCGP. The purpose of the Community Plan is to ensure that each development is appropriate to the community location. The ABCP currently designates the project site as Commercial and Industrial (See Figure 4-1). The land use designations are is defined in the ABCP as follows:

Commercial

Commercial should provide adequate services to resident population as well as the transient population. Commercial development should adhere to the County's Design Guidelines and additional policies established in the Community Design element of the ABCP. The design of commercial areas must clearly tie the commercial and public uses to the residential community through pedestrian access, building orientations, building scale, parking layout, etc. Commercial land use designations may also permit multi-family residential uses, such as apartments, and mobile home parks. Residential uses located within commercial land designations shall not exceed a density of 15 dwelling units per acre. Generally the commercial zone designations permit 50 percent to 100 percent building coverage.

Industrial

Typical uses for this district would include manufacturing, assembly, storage, distribution, and research and development activities.

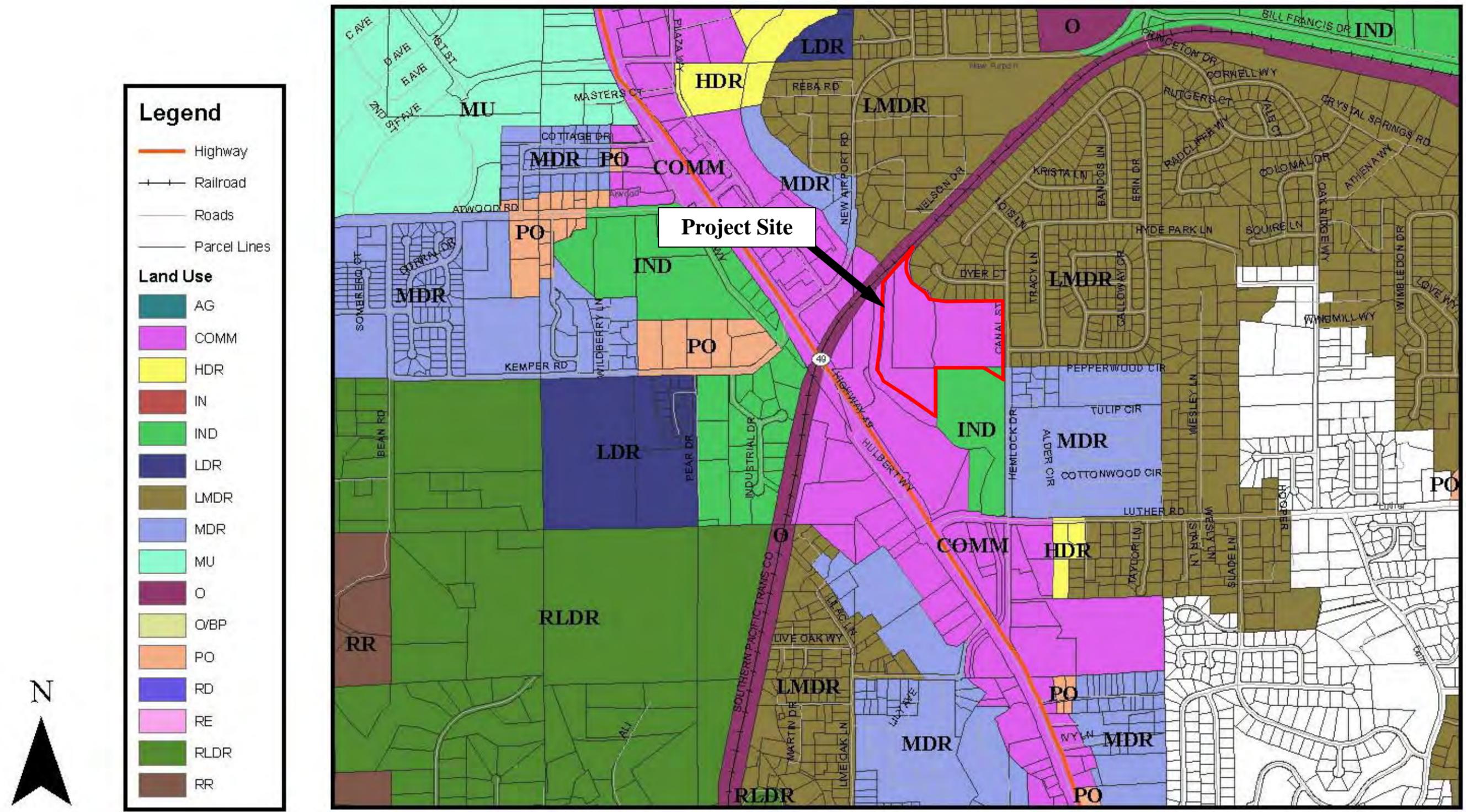
Zoning

The majority of the project site currently has a zoning designation of Commercial Planned Development, Combining Design Scenic Corridor, with Aircraft Over-flight (CPD-Dc-AO) (See Figure 4-2). In addition, the southeast portion of the site (APN 052-102-053) is zoned Industrial Park, Combining Design Scenic Corridor, with Aircraft Over-flight (INP-Dc-AO). The Placer County Zoning Code (Title 17) defines the above zoning designations as follows:

Commercial Planned Development (CPD) Zone

The purpose of the CPD zone district is to designate areas appropriate for mixed-use community shopping centers, office parks, and other similar developments, where excellence in site planning and building design are important objectives. Developments are limited to 50 percent site coverage and buildings are limited to 50 feet in height.

Figure 4-1
Existing PCGP and GBCP Land Use Designations



Design Scenic Corridor (-Dc)

The purpose of the design review combining district is to provide special regulations to protect and enhance the aesthetic character of lands and buildings within public view; to minimize any adverse impacts of conflicting land uses; and to provide special project review procedure for lands and uses which by their nature require special attention to landscaping, circulation, and/or energy conservation.

Aircraft Over-flight (-AO)

The purpose of the Aircraft Over-flight combining district is to regulate land uses in the vicinity of public airports and below areas where aircraft perform approach and departure maneuvers, recognizing that certain land uses and site development characteristics may conflict with the safe and efficient operation of airports and aircraft. The intent of this combining district is to protect people and property both in the air and on the ground by regulating buildings and structures that may affect navigable airspace, consistent with federal regulations, and to minimize noise and other conflicts between airport operations and surrounding land uses.

Industrial Park (INP)

The Industrial Park zone district is intended primarily for light industrial uses such as manufacturing, assembly, research and development and similar industrial uses, as well as limited commercial and office uses that are compatible and appropriate along with industrial uses. Site development in the industrial park district is characterized by careful attention to attractive building design, landscaping, and less site coverage than in other commercial and industrial districts. The minimum lot area is 20,000 sq. ft. and the minimum lot width is 80 feet. The maximum building height shall not exceed 50 feet.

Adjacent Land Use Designations and Zoning

Placer County has adopted the following land use and zoning designations for the surrounding areas surrounding the project site (See Figure 4-1, Land Use Designations, and Figure 4-2, Zoning Designations):

PCGP/ABCP

North	Low-Medium Density Residential (2-5 du/acre)
South	Industrial and General Commercial
East	Low-Medium Density Residential and Medium Density Residential (5-10 du/acre)
West	General Commercial and Open Space

Zoning

North	Residential Single-Family, Combining Agriculture, with Airport Over-flight (RS-AG-AO)
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South	Commercial Planned Development, Combining Design Scenic Corridor, with Airport Over-flight (CPD-Dc-AO) Industrial Park, Combining Design Scenic Corridor, with Airport Over-flight (INP-Dc-AO)
East	Residential Single-Family, Combining Agriculture, with Airport Over-flight (RS-AG-AO) Multifamily Residential, Density Limitation of eight units per acre, with Airport Over-flight (RM-DL8-AO)
West	Commercial Planned Development, Combining Design Scenic Corridor, with Airport Over-flight (CPD-Dc-AO) Open Space (O)

PCGP

The PCGP defines the above designations as follows:

General Commercial

The General Commercial designation is discussed above.

Low Density Residential

This designation is applied to urban or urbanizing areas suitable for single-family residential neighborhoods, with individual homes on lots ranging in area from 10,000 square feet to one acre. Typical land uses allowed include: detached single-family dwellings, secondary dwellings, and residential accessory uses; churches, schools, parks, golf courses, child care facilities; and necessary public utility and safety facilities.

Medium Density Residential

This designation is applied within urban areas to single-family residential neighborhoods where some lower-density multi-family housing may also be appropriate. Typical land uses allowed include: detached and attached single-family dwellings, secondary dwellings, smaller-scale multi-family dwellings (e.g., duplexes, triplexes, and fourplexes), and residential accessory uses churches, schools, parks, golf courses, child care facilities and necessary public utility and safety facilities.

Industrial

The Industrial designation is discussed above.

Open Space

This designation is intended to identify and protect important open space lands within Placer County, including national forest, Bureau of Land Management lands or other public lands specifically reserved or proposed for watershed preservations, outdoor recreation, wilderness or

wildlife/environmental preserves; sites or portions of sites within natural features such as unique topography, vegetation, habitat, or stream courses; areas providing buffers between different, potentially incompatible types of land uses and areas with concentrations of population, and residential areas and important community facilities that may be viewed as nuisances by residents, such as Western Regional Sanitary Landfill; and areas intended to preserve community identity by providing separation between communities. Typical land uses allowed within Greenbelt and Open Space areas are limited to low-intensity agricultural and public recreational uses, with structural development being restricted to accessory structures necessary to support the primary allowed uses, and necessary public utility and safety facilities.

Auburn/Bowman Community Plan

The ABCP defines the above designations as follows:

Commercial

The Commercial designation is discussed above.

Low-Medium Density Residential

With permitted densities of two to five dwelling units per acre, this land use district can best be described as the location for single-family residences, complete with all the amenities associated with such development (sidewalks, street lighting, community parks, etc.).

Medium Density Residential

The Medium-Density Residential designation permits five to 10 dwelling units per acre. The intent of this land use district is to allow for residential uses slightly higher in density than typical single-family residential uses. Typical for this district would be apartments, condominiums, duplexes, half-plexes, mobile home parks, or single family residences on small lots. This district can also be viewed as a transition between multifamily residential uses and single-family residential uses.

Industrial

The Industrial designation is discussed above.

Open Space

This land use district is used to retain the open space areas which enhance the characteristics of the area and maintain the desirable living environment. Acceptable open space uses include, golf courses, parks, tot-lots, streams and creeks.

Placer County Zoning Ordinance

The purpose of the County's Zoning Ordinance is to regulate the use of land, buildings, or other structures for residences, commerce, industry, and other uses required by the community. Additionally, the Zoning Ordinance regulates the location, height, and size of buildings or structures, yards, courts, and open spaces, amount of building coverage permitted in each zone, and population density. The Ordinance also divides Placer County into zones of such shape, size, and number best suited to carry out these regulations, provide for their enforcement, and ensure the provision of adequate open space for aesthetic and environmental amenities.

Current zoning designations surrounding the project site include Residential Single-Family, Combining Agriculture with Airport Over-flight, Commercial Planned Development, Combining Design Scenic Corridor with Airport Over-flight, Industrial Park, Combining Design Scenic Corridor with Airport Over-flight, Multifamily Residential, Density Limitation of eight units per acre with Airport Over-flight, and Open Space.

The Placer County Zoning Ordinance defines these designations as follows:

Commercial Planned Development (CPD) Zone

The Commercial Planned Development designation is discussed above.

Design Scenic Corridor (-Dc)

The Design Scenic Corridor designation is discussed above.

Aircraft Over-flight (-AO)

The Aircraft Over-flight designation is discussed above.

Residential Single-Family

The Residential Single-Family zone district is intended to provide areas for residential development characterized by detached single-family homes in standard subdivision form. The maximum density for single-family dwellings in the RS zone shall be one unit per parcel of the minimum lot area, except where additional units are approved. Buildings and structures shall not exceed 30 feet in height, except for portions of buildings and structures within ten feet of the rear property line shall not exceed 15 feet.

Agriculture (-AG)

The purpose of the Agriculture combining district is to identify areas where parcel sizes and neighborhood conditions are suitable for the raising and keeping of a variety of farm and exotic animals, in addition to household pets, without compatibility problems with surrounding residential uses.

Industrial Park (INP)

The Industrial Park designation is discussed above.

Multifamily Residential (MR)

The residential multifamily district is intended to provide areas for residential neighborhoods of single-family dwellings, multiple single-family dwellings on one lot, half-plexes, duplexes, apartments, and other multiple-family attached dwelling units such as condominiums.

Density Limitation (-DL)

The purpose of the density limitation district is to provide special minimum lot size and density standards for certain areas where residential development may occur where sensitive site characteristics or other special circumstances exist.

Open Space (O)

The purpose of the open space district is to protect important open space lands within Placer County by limiting allowable land uses to low intensity agricultural and public recreational uses, with structural development being restricted to accessory structures necessary to support the primary allowed uses, and critical public facilities.

Special Restrictions

The proposed project site is located within the Airport Land Use Compatibility Plan (ALUCP) area for the Auburn Municipal Airport. As shown in Figure 4-3, Airport Land Use Zones, the project site is located within Compatibility Zone(s) D. Zone D requires an airspace review for objects greater than 150 feet tall.

4.2 REGULATORY SETTING

Local

Auburn/Bowman Community Plan

The following ABCP goals and policies relating to the physical environment are applicable to the proposed project.

General Community Plan Goals

Goal 5 Provide a sufficient mix of neighborhood, regional, and highway commercial facilities to serve the residents of the Auburn-Bowman region as well as those visiting the area.

Figure 4-3
ALUCP Existing Airport Noise Contour Lines

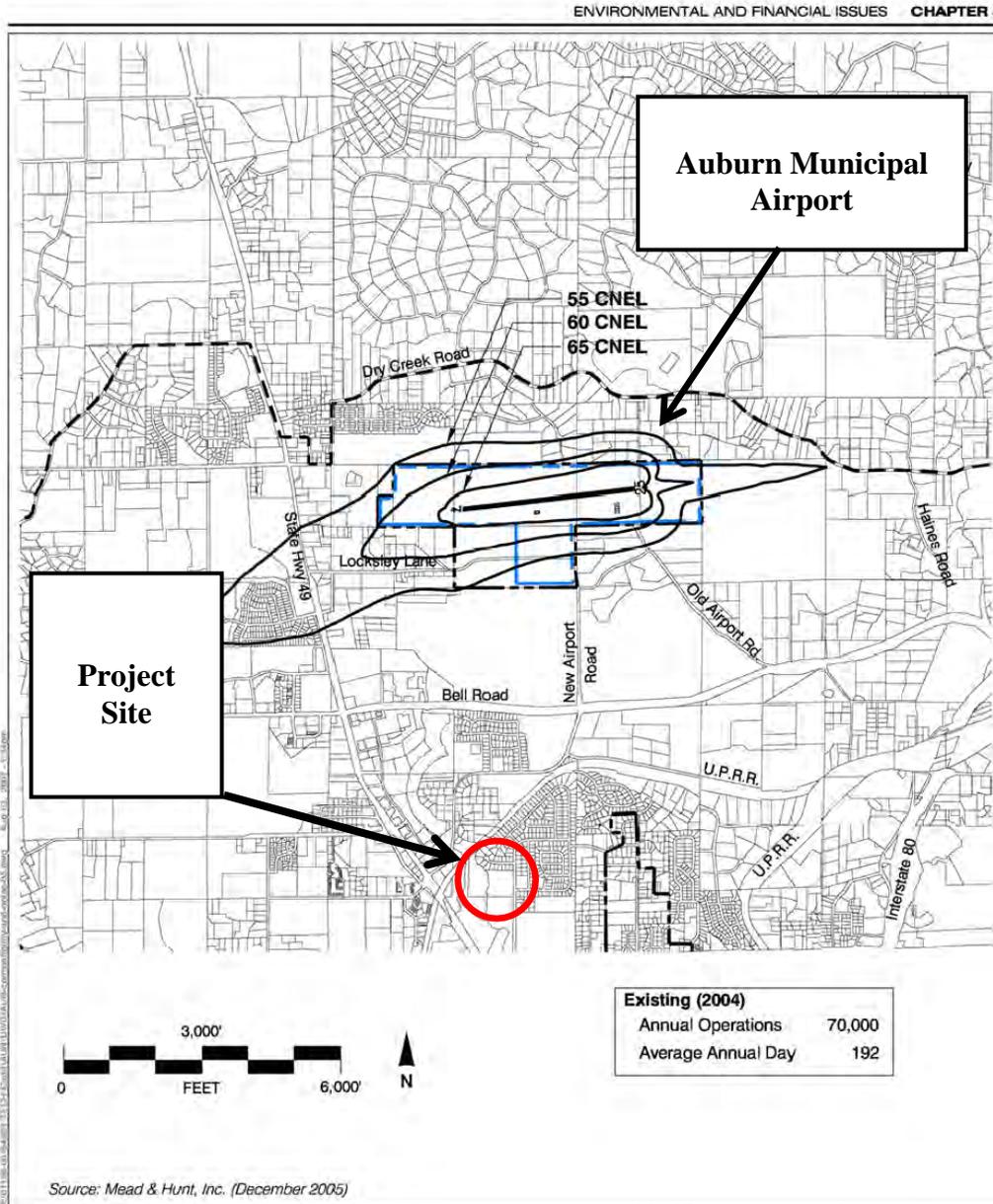


Figure 5A

Noise Impacts - Existing
Auburn Municipal Airport

Source: Auburn Municipal Airport Master Plan Report (Adopted July 23, 2007)



- Goal 8 Maintain the Bowman commercial area as a highway-service oriented retail commercial area while attempting to minimize impacts on surrounding land uses, and expand the range of commercial uses to better serve residents of the local area.
- Goal 10 Protect those local viewsheds and scenic corridors along Highway 49, Bell Road, Christian Valley Road, Dry Creek Road, and Mt. Vernon Road in the Plan area which are important to maintaining the community's rural identity.
- Goal 11 Ensure that land adjacent to the Auburn Airport is developed in accordance with the Auburn Airport Comprehensive Land Use Plan while including accommodation of the proposed expansion of the airport.
- Goal 13 Ensure that public services and facilities are available to serve the needs created by the present and future development which occurs in the plan area.

Community Development Element

Land Use

The following goals and policies from the Community Development Element are applicable to the proposed project.

- Goal C Maintain compatibility between neighboring land uses.
- Goal I Assure that all building sites and residences are developed in a manner minimizing disturbance to natural terrain and vegetation and maximizing preservation of natural beauty and open space.
- Goal P Manage land as a valuable resource, to be used by present and future generations, in a way which provides a benefit to the community in the long term instead of concentrating on short term gains.
- Policy A Encourage logical expansion of the area by developing infill areas and those lands lying closest to existing developed areas before extending into outlying areas.
- Policy G Allow for continued increased commercial and residential development only where all public services can be provided in an adequate and timely manner.
- Policy I Intensity of use of individual parcels and buildings should be governed by considerations of: health and safety; impacts on adjoining properties due to noise, traffic, night lighting, or other disturbing conditions, and; protection of natural land characteristics.

- Policy Q Encourage the development of professional offices and similar low intensity commercial uses, as a buffer between retail commercial areas and adjoining residential developments.
- Policy R Prevent additional unattractive strip commercial areas from developing in the Plan area. Such areas are characterized by linear buildings parallel to major roads without sufficient architectural interest, setbacks, or character, and often having monotonous, unarticulated building facades (see Placer County Design Guidelines, Pages 33-35). Compliance with these guidelines is strongly encouraged.
- Policy S Encourage land uses that accommodate commercial services that are regional in character, that provide goods and services that residents now travel outside the area to obtain, that provide goods and services in short supply in the area, while at the same time acknowledging that site constraints, design guidelines, and other land use considerations may limit the development of "regional malls," "power centers," very large commercial boxes or similar types of development.

4.4 IMPACTS AND MITIGATION MEASURES

Standards of Significance

A land use impact may be considered to be significant if any potential effects of the following conditions, or potential thereof, would result with the proposed project's implementation:

- Physically divide an established community;
- Conflict with PCGP/Community Plan/Specific Plan designations or zoning, or Plan policies adopted for the purpose of avoiding or mitigating an environmental effect;
- Conflict with any applicable habitat conservation plan or natural community conservation plan or other County policies, plans, or regulations adopted for purposes of avoiding or mitigating environmental effects;
- Result in the development of incompatible uses and/or the creation of land use conflicts
- Affect agricultural and timber resources or operations (i.e. impacts to soils or farmlands and timber harvest plans, or impacts from incompatible land uses);
- Disrupt or divide the physical arrangement of an established community (including a low-income or minority community); or
- Result in a substantial alteration of the present or planned land use of an area.

Method of Analysis

This section analyzes the compatibility of the proposed project with surrounding land uses. Environmental impacts resulting from the proposed project or alternatives are discussed in the respective environmental categories.

As stated earlier, impacts identified as *potentially significant* within the Initial Study are addressed below. All other impacts listed in the Standards of Significance above have already been addressed in the Initial Study and have been identified as having *no impact* or a *less-than-significant* impact.

Compatibility with Existing Uses

The proposed project is evaluated for its compatibility with the existing land uses adjacent to the project site. The evaluation considers the existing and planned type and intensity of uses in the project vicinity and those proposed for the project site. The analysis assumes the construction and implementation of the proposed project within the existing and planned environment to determine if the project is compatible with those existing and planned uses surrounding the project site.

Project-Specific Impacts and Mitigation Measures

4-1 Compatibility with existing adjacent land uses.

The determination of compatibility of land uses typically relies on a general discussion of the types of adjacent land uses to a proposed project and whether any sensitive receptors exist on the adjacent properties or are associated with the proposed project. Incompatibilities typically exist when uses such as residences, parks, churches, and schools are located adjacent to more disruptive uses such as heavy industrial, major transportation corridors, and regional commercial centers where traffic levels and attendant noise may be high. The identification of incompatible uses occurs if one land use is anticipated to be disruptive of the existing or planned use of an adjacent property. It should be noted that the proposed project is consistent with the PCGP and ABCP land use designations for the site, as well as the current zoning designations for the site.

Approval of the proposed project would result in the development of a 155,000-square-foot retail building, as well a fueling station surrounded by proposed parking and landscaped areas. Fuel would be stored onsite in underground storage tanks, which would dispense fuels via nine multipurpose dispensers (18 fuel pumps). The station would also include a canopy-covered kiosk that would sell other common types of hazardous materials (oils, batteries, antifreeze, etc.). The fueling station would be located in the southwestern portion of the project site and the nearest sensitive receptors – residential communities located north and east of the project site – are located adjacent to the opposite side of the project site.

The proposed project includes detailed landscaping plans and the site plan has been designed to minimize the impacts created by placing the project adjacent to residential neighborhoods. For example, regarding aesthetic impacts to adjacent residences to the east, an eight-foot-tall masonry block wall would be constructed as part of the project, and a 10-foot-wide setback with dense landscaping would be provided along Canal Street. In addition, vines would be planted along the face of the proposed wall for aesthetic purposes. Furthermore, Deodar cedars would be planted on the east side (Canal Street) of the wall and London Plane trees would be planted on the west side of the wall in order to further hide the view of the proposed building. Aesthetic impacts to adjacent residences to the north would be reduced via the inclusion of a soundwall along the northern border of the project site as required in the noise mitigation measures set forth in this DEIR. The soundwall would be six feet in height and would not be visible above the existing fence that runs along the backyards of the residences. Deodar cedars, evergreen pear trees, and Chinese pistache trees would be planted along the opposite side of the soundwall. The noise associated with loading dock activities and other components of the retail store (i.e., rooftop equipment) is addressed in detail in Chapter 10, Noise, of this EIR.

In addition, the project would be consistent with the existing zoning designation for the project site, which is Commercial Planned Development, Combining Design Scenic Corridor, With Airport Over-flight (CPD-DC-AO). The 155,000-square-foot retail building, the tenant(s) of which could include a discount club store, a discount superstore, or a general retailer, in addition to a fueling station, would be more compatible with the surrounding residential development than other uses that could potentially be developed under the CPD-DC-AO zoning designation. Allowable uses under the CPD-DC-AO zoning designation include, but are not limited to, the following: manufacturing and processing uses, automotive sales, storage services, heliports, and transit stations and terminals. It should be noted that these types of uses could potentially create greater impacts to adjacent sensitive receptors in comparison to the proposed project – especially impacts related to air quality and noise.

In regard to the issue of public safety related to the project's proximity to the existing private Country Club Estates Park located immediately east of the project site across Canal Street, estimating whether or not patrons of the Bohemia Retail project would walk or drive through the project site, cross Canal Street, and then access Country Club Estates Park with the intended aim to assault park users is inherently speculative. Chapter 13, Public Services and Utilities, of this EIR discusses the ability of the Placer County Sheriff's Department to serve the site. The EIR concluded that, with implementation of mitigation requiring the project applicant to provide the DRC with proof of notification (in the form of a written notice or letter) of the proposed project to the Placer County Sheriff's Office, the project's impact related to the provision of adequate law enforcement services would be less-than-significant.

Other concerns associated with the project include the introduction of new sources of light and glare such as parking lot lighting and building lighting. These sources of lighting are intended to enhance safety and nighttime use in public spaces of the project

site. A photometric plan has been prepared for the project, which depicts the lighting intensities across the project site once the lighting for the proposed project is operational. The analysis determined that little to no glare would spillover onto adjacent properties to the north and east of the project. Residences to the north and east of the project site are already subject to lighting from SR 49, as well as industrial and retail lighting adjacent to the project site. Issues related to lighting are addressed in more detail in Chapter 7, Visual Resources, of this EIR.

Physical environmental impacts related to areas such as noise, air quality, and traffic that would arise from development of the proposed project are assessed in other chapters of the EIR (See Chapter 8, Transportation and Circulation; Chapter 9, Air Quality; and Chapter 10, Noise, for further analysis of these issues). Construction of a 155,000-square-foot retail building and fueling station for a single retail tenant would be consistent with the existing PCGP, ABCP, zoning, and AULP designations for the project site. Furthermore, potential land use compatibility conflicts resulting from the project pertaining to traffic, noise, public safety, and visual resources can be reduced to a *less-than-significant* level, as illustrated throughout the analysis in this EIR.

Mitigation Measure(s)

None required.

Endnotes

¹ Placer County. *Countywide General Plan Policy Document*. August 16, 1994.

² Placer County. *Auburn/Bowman Community Plan*. 1994 (updated 1999).

³ Placer County. *Placer County Code, Chapter 17, Zoning*. August 1995 (amended through January 2009).