



**COUNTY OF PLACER**  
**Community Development Resource Agency**

**ENVIRONMENTAL  
COORDINATION  
SERVICES**

John Marin, Agency Director

Gina Langford, Coordinator

**DATE:** December 8, 2008

**TO:** Interested Parties

**SUBJECT:** **Notice of Preparation of an Environmental Impact Report for the Proposed Bohemia Retail Project**

**REVIEW PERIOD:** **December 8, 2008 to January 6, 2009**

Placer County is the lead agency for the preparation of an Environmental Impact Report (EIR) for the proposed Bohemia Retail project (proposed project) in accordance with the California Environmental Quality Act (CEQA), Section 15082. The purpose of the Notice of Preparation (NOP) is to provide responsible agencies and interested persons with sufficient information in order to make meaningful responses as to the scope and content of the EIR. Your timely comments will ensure an appropriate level of environmental review for the project.

**Project Description:** The proposed project would be constructed as a single-phase retail development consisting of an approximately 155,000-square-foot building on 18.62 acres. The project could include an outdoor garden center and fueling area depending on the end user(s). The improvements would include new underground utilities, paving, parking, lighting, and landscaping. The proposed parking design requirements, circulation and landscaping would conform to Placer County standards as contained in the Placer County Design Guidelines Manual and the Auburn/Bowman Community Plan. The proposed parking lot would include 717 standard parking stalls, 17 Handicap (HC) accessible spaces, and two van accessible stalls. Cart corrals would be used in the parking lot. Retaining walls are proposed along the property line of existing residential lots to the north and along Canal Street to the east. In addition, a detention pond is proposed in the northwest portion of the site.

For more information regarding the project, please refer to the following detailed project description or contact Gerry Haas, project planner, (530) 745-3084 or email [ghaas@placer.ca.gov](mailto:ghaas@placer.ca.gov).

A copy of the NOP is available for review at the Auburn Library, Placer County Community Development Resource Agency, and County website.

**Scoping Meeting:** The Lead Agency will hold a public Scoping Meeting to receive oral comments on Tuesday, December 16, 2008 at 1:00 pm in the Planning Commission Hearing Room located at Community Development Resource Center, 3091 County Center Drive, Dewitt Center, Auburn.

**NOP Comment Period:** Written comments should be submitted at the earliest possible date, but not later than 5:00 pm on January 6, 2009 to Maywan Krach, Environmental Coordination Services, Community Development Resource Agency, 3091 County Center Drive, Suite 190, Auburn, CA 95603, (530) 745-3132, fax (530) 745-3003, or [cdraecs@placer.ca.gov](mailto:cdraecs@placer.ca.gov)

## **1.0 PROJECT DESCRIPTION**

### **1.1 Project Location**

The project site is located approximately 2.25 miles north of the City of Auburn on the east side of State Route (SR) 49 north of Luther Road (See Figure 1, Regional Location). The site is bound by Wise Canal on the west, a single-family residential neighborhood to the north, Canal Street on the east, and PG&E Rock Creek Corporation Yard to the south. The project site is composed of four parcels totaling approximately 18.2 acres. The site is identified as Assessor's Parcel Numbers 052-102-012, 013, 017, and 053. A Voluntary Lot Merger would be required based on the determination of the number of legal parcels. Assessor's Parcel Numbers 052-102-012, 013, and 017 are designated under the General Plan as Commercial and are zoned CPD-Dc-AO, Commercial Planned Development-Design Review within the Aircraft Overflight zone. In addition, Assessor's Parcel Number 052-102-053 is designated as Industrial and is zoned INP-Dc-AO, Industrial Park-Design Review within the Aircraft Overflight zone.

### **1.2 Project Setting**

#### **Site Characteristics**

The existing property is a former lumberyard that is currently vacant. The lumberyard buildings were removed in the early 1980s, but the concrete slabs, as well as graveled and paved on-site roads are still evident. Trees are sparsely scattered along the canals with a few oaks in the southeastern corner of the proposed project site. The topography slopes from Canal Street, 1,480 feet above mean sea level (msl), to approximately 1,428 feet msl at the southwest corner of the site.

#### **Surrounding Land Uses**

The project site is surrounded by existing development representing a wide spectrum of land uses. Land uses surrounding the site include single-family residences to the north and east, commercial operations to the west, and the PG&E Rock Creek Corporation Yard to the South.

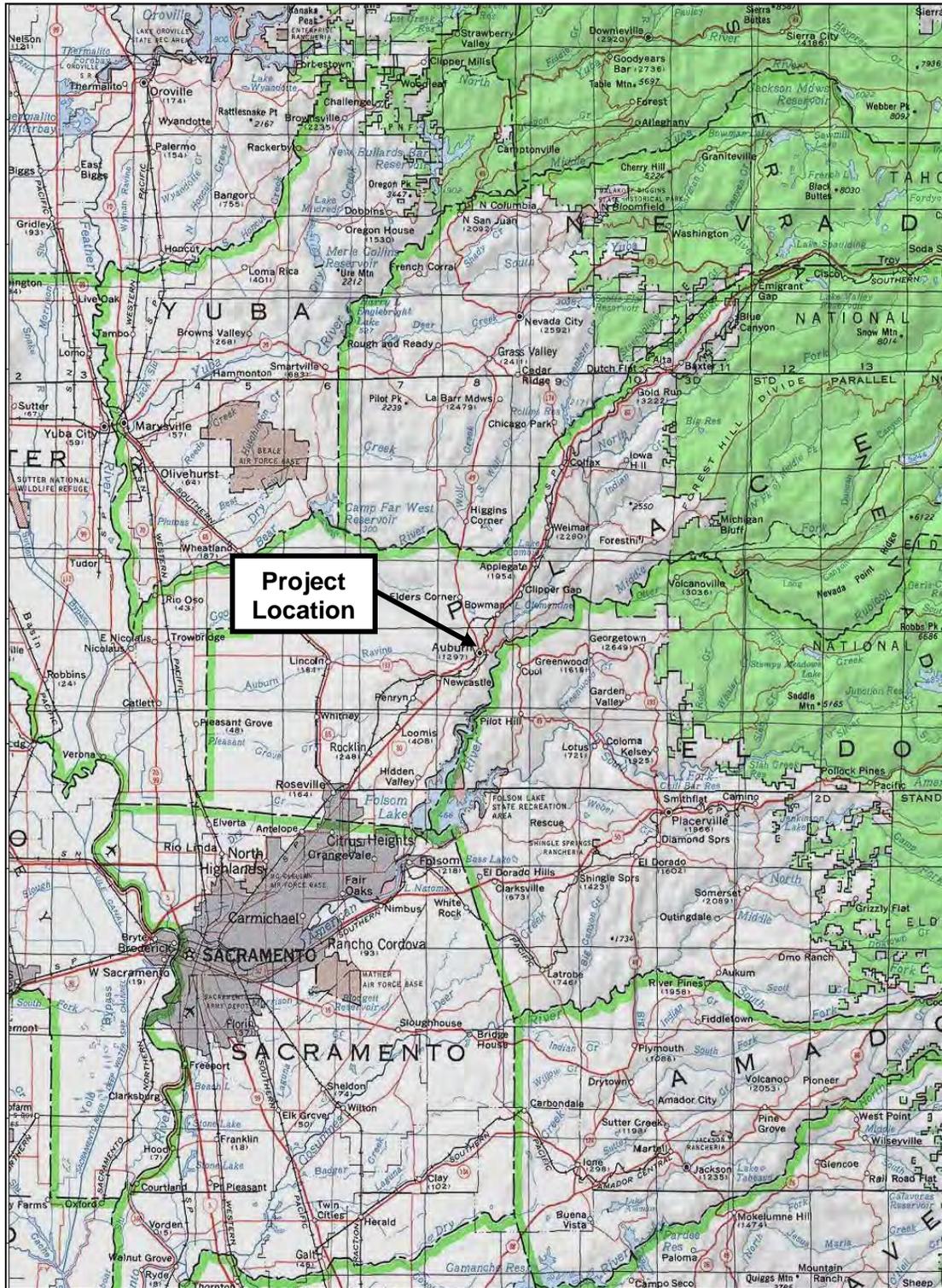
### **1.3 Project Elements**

#### **Proposed Uses**

The redevelopment of the former Bohemia Lumber Company site is proposed to be constructed as a single phase retail development consisting of 155,000 square feet of retail space in a single building. A tenant for the building is not presently identified; however, the building could contain one or more tenants. The tenant(s) could be selected during or after the improvements to the site. The project site plan shows an area that could be configured as an outdoor garden center, material storage, or lumber yard as typical of a home improvement retail use.

The project has the potential for a range of products and services for the retail consumer. The user(s) could be a home improvement center, discount club store, discount superstore or general retailer. Products could vary from those provided at a home improvement center to clothing, electronics, furniture or groceries. A snack bar could be included in the use. A typical feature of a discount club store is a tire and automotive service center performing minor maintenance duties such as oil and fluid changes. Some of the items sold and stored at such facilities include tires, automotive and marine batteries, antifreeze, motor oil, and lubricants. A Hazardous Materials Business Plan that complies with Chapter 6.7 of the California Health and Safety Code and Chapter 8 of the Placer County Code would be prepared for any hazardous items in the tire center including any potentially hazardous materials for sale in any proposed garden center.

Figure 1  
Regional Location



The improvements would include new underground utilities, paving, parking, lighting and landscaping (See Figure 2, Site Plan). The proposed parking design requirements, circulation and landscaping will conform to Placer County standards as contained in the Placer County Design Guidelines Manual and the Auburn/Bowman Community Plan. There are 717 standard parking stalls, 17 handicap accessible spaces including two van accessible stalls. Cart corrals will be used in the parking lot.

The proposed fueling site would have a typical canopy with a kiosk, approximately nine multi purpose dispensers and underground storage tanks. A mini-mart is not proposed. Access to the dispensers is provided from the west side of the canopy location which is south and west of the retail building in the parking field. Motor vehicle access is proposed via the same access serving the retail store.

There are two access points proposed to the development. The primary access for the project will be through the private access easement extending off Highway 49, from the southwest, while the secondary access will be off Canal Street from the southeast.

Perimeter fencing will be installed for public safety. The portions of the site adjacent to the existing railroad, canals, and the PG&E corporation yard, will be either walled or fenced. A new wood fence will be constructed on the property line along the existing residential lots to the north and along Canal Street to the east. There will be a fenced detention pond area in the northwest portion of the site.

#### Acreage to be Developed

The combined parcels for the project site consist of 18.62 acres of land. The entire site is expected to be disturbed for project development. The PCWA owned Fiddler Green Canal currently enters the site from the north then heads east to an existing culvert under Canal Street. The canal would be piped underground, re-routed through the site and around the proposed retail building and connected back to the culvert in Canal Street. New easements would be created and existing ones would be abandoned for this work.

#### Offsite and Utility Work

A new driveway, curb, gutter, sidewalk, and landscape improvements are proposed for Canal Street which will provide the secondary access to the site. PCWA will serve the site with domestic and fire water service. Placer County's Sewer Maintenance District No. 1 will provide sewer service to the project. The project will also take 18 cubic feet per second of storm drainage from Country Club Estates through the site in a previous agreement with Placer County. A new bridge is planned to replace the existing one across Wise Canal. The new bridge will require the approval of PG&E, the owner of Wise Canal.

The project will require significant grading that will cause the export of material from the site. Some retaining walls will be required.

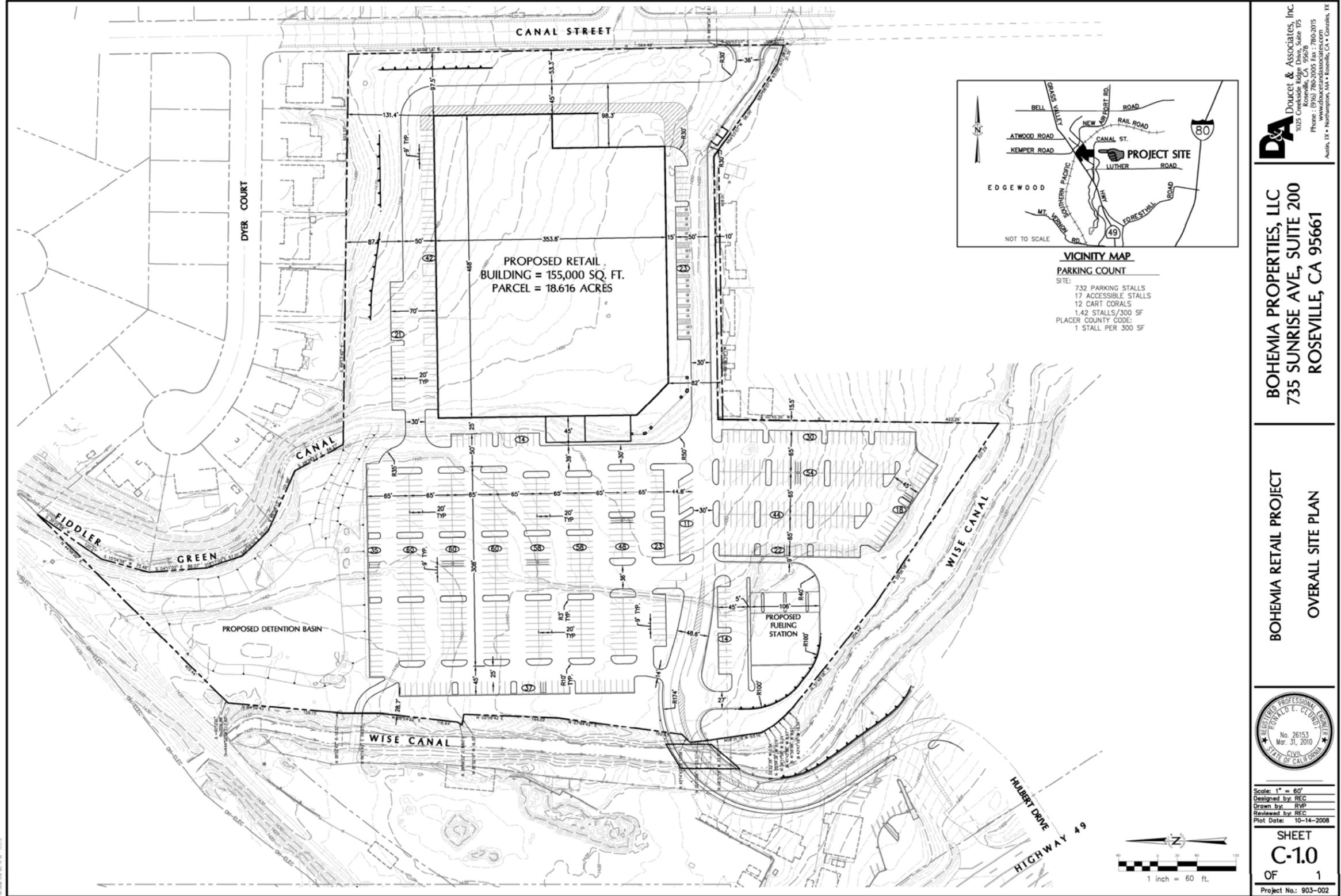
#### Number of Lots

The site consists of four Assessor's parcels. The number of legal parcels will determine if a request for a Voluntary Lot Merger will be required.

#### Number of Employees

The project anticipates providing management and retail positions of approximately 200 full and part time employees.

Figure 2  
Site Plan



**DA** Doucet & Associates, Inc.  
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 Roseville, CA 95678  
 Phone: (916) 780-2005 Fax: 780-2075  
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**BOHEMIA PROPERTIES, LLC**  
**735 SUNRISE AVE., SUITE 200**  
**ROSEVILLE, CA 95661**

**BOHEMIA RETAIL PROJECT**  
**OVERALL SITE PLAN**



### Hours of Operation

Hours of operation are anticipated to be from 6 am to 12 am, seven days a week. The proposed store will have one loading dock area at the southeast corner of the building, which will be accessed by roll-up doors. It is anticipated that approximately six tractor-trailer trucks may deliver merchandise to the store seven days a week throughout the day, two to three of which will include refrigeration units. In addition, six smaller vendor trucks may make deliveries five days a week.

### Development Standards

#### Building Setbacks:

Front, Side and Rear: As required by the Conditional Use Permit (CUP)

Watercourse Setback: There will be a 100-foot building setback required from the centerlines of both Fiddler Green Canal and Wise Canal.

Site Coverage: 50 percent maximum of total site area that may be covered by buildings or structures

Building Height: 30-foot maximum

### Requested Entitlements

The project would include the review and approval of the following entitlements:

- Conditional Use Permit; and
- Design Review.

## **2.0 PROBABLE ENVIRONMENTAL EFFECTS AND SCOPE OF THE EIR**

The EIR prepared for the Bohemia Retail project will provide analysis of the impacts pertaining to the resource areas identified below. Although detailed analysis has not been conducted at this time, preliminary analysis of the proposed project has identified impacts likely to result from the project. The proposed EIR will incorporate by reference the Placer County General Plan, the Placer County General Plan EIR, and the Auburn/Bowman Community Plan. In addition to these County documents, project-specific technical studies are being prepared by various technical sub-consultants. The following paragraphs discuss the results of preliminary impact identification and anticipated analyses that will be included in the EIR.

*Land Use.* The Land Use chapter of the EIR will evaluate the consistency of the proposed project with the County of Placer's adopted plans and policies as they relate to protecting the environment. The County's General Plan, County Zoning Ordinance, and the Auburn/Bowman Community Plan, as well as other appropriate documents, will be used to address consistency issues. The Land Use chapter will further assess the compatibility of the proposed project with the surrounding land uses, both existing and proposed. The chapter will identify land use impacts and will discuss any inconsistencies or incompatibilities with adopted plans and policies created by the approval of the proposed project. The impacts will be measured against the thresholds of significance and appropriate mitigation measures and monitoring strategies will be identified which are consistent with the policies of the County of Placer.

*Biological Resources.* The Biological Resources chapter of the EIR will summarize the existing biological setting. A list of U.S. Fish and Wildlife Service (USFWS) resources of concern within the vicinity of the project area will be generated. The California Natural Diversity Database (CNDDDB) and California Native Plant Society (CNPS) inventory will be queried to compile the most recent recorded observations of special status species within the vicinity of the project parcel. In addition, a field-verifying assessment of the existing vegetative communities on the project parcel will be used to identify specific habitats that could support special-status species with the potential to occur in the vicinity. The chapter will address and update the previous wetland delineation study done and a tree survey will be conducted on the project site. Furthermore, this chapter of the EIR will include an analysis of the existing setting,

identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

*Cultural Resources.* The Cultural Resources chapter of the EIR will summarize and update the existing Cultural Resources report prepared on July 3, 2006. The conformity of the report will be assessed with regards to regulatory compliance requirements. The Cultural Resources chapter of the EIR will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

*Visual Resources.* The Visual Resources chapter of the EIR will summarize existing regional and project area aesthetics and visual settings. The chapter will describe project-specific aesthetics issues regarding development of the proposed project such as scenic vistas, trees, historic buildings, scenic highways, existing visual character or quality of the site and the site's surrounding areas, as well as light, glare, and impacts on the night sky. In addition, a photometric survey will be prepared to assess light and glare. The landscaping proposed at the project's northern and eastern perimeters will be evaluated and described relative to the ability of the landscaping to screen the project from existing adjacent residences. Photographic simulations will be prepared for the project to illustrate the potential visual effects the project may have on nearby sensitive receptors and public right-of-ways, as follows:

1. Northbound SR 49 at Live Oak Lane (or where Wise Canal crosses under the SR);
2. Northbound SR 49 at Hulbert Way;
3. Southbound SR 49 at Don Robinson; and
4. Intersection of Canal Street and Erin Way (or from the adjacent park).

The Visual Resources chapter of the EIR will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

*Transportation and Circulation.* The Transportation and Circulation chapter of the EIR will quantify the existing and future traffic impacts associated with development of the overall project for vehicular, pedestrian, and transit related impacts, along with mitigation measures required to mitigate impacts to an acceptable traffic operation and safety level. Peak hour traffic impacts (AM and PM) to State facilities (SR 49) will be quantified using Synchro traffic software. A Synchro model of the coordinated traffic signal conditions on SR 49 from Dry Creek Road to Nevada Street will be quantified. Transportation Research Board Circular 212 peak hour capacity methodology will be utilized for all other intersections that fall within the City of Auburn and Placer County right-of-way. The traffic scenarios to be studied will include existing conditions, existing plus approved/pending projects (short term) base conditions, existing plus approved/pending projects (short term) base plus project conditions, cumulative no project conditions, and cumulative plus project conditions. The analysis of traffic impacts will be conducted for both the weekday AM and PM peak hours. The report will be consistent with the requirements of Placer County and Caltrans Staff.

The following study intersections will be included in the traffic analysis:

1. SR 49/Dry Creek Road
2. SR 49/Quartz Drive
3. SR 49/Education Street
4. SR 49/Bell Road
5. SR 49/Atwood Road
6. SR 49/Kemper Road/New Airport Road
7. SR 49/Hulbert Way (north)/Retail Way
8. SR 49/Luther Road
9. SR 49/Edgewood Road
10. SR 49/Nevada Street
11. SR 49/Willow Creek Road
12. Luther Road/Canal Street

13. Luther Road/Dairy Road
14. Luther Road/Bowman Road
15. Undercrossing Road/Bowman Road
16. Undercrossing Road /I-80 EB Ramps
17. Undercrossing Road /I-80 WB Ramps
18. Undercrossing Road /Lincoln Way
19. Auburn Ravine Road/ Bowman Road
20. Foresthill Road/I-80 EB Ramps
21. Foresthill Road /I-80 WB Ramps
22. Foresthill Road/ Lincoln Way
23. Bell Road/New Airport Road
24. Bell Road/Quartz Drive

#### Freeway Ramp Merge/Diverge Junctions

1. I-80 EB Off-Ramp Junction @ Foresthill Road I/C
2. I-80 WB On-Ramp Junction @ Foresthill Road I/C
3. I-80 EB On-Ramp Junction @ Undercrossing Road I/C
4. I-80 WB Off-Ramp Junction @ Undercrossing Road I/C

The traffic study will also include a signal warrant analysis (peak hour and accident data) for the intersection of Luther Road and Bowman Road for three traffic scenarios.

#### Short-Term and Cumulative Plus Project Build-Out Christmas Season Conditions Analysis

To evaluate the effect of projected increase in the project traffic during the Christmas season, project trips generated for the Christmas season will be added to the Short-Term and Cumulative No Project conditions to Cumulative Plus Project Christmas Season conditions. The following intersections will only be included within the analysis for Cumulative Plus Project Christmas Season Project conditions:

1. SR 49/Kemper Road/New Airport Road
2. SR 49/Hulbert way (north)/Retail Way
3. SR 49/Luther Road
4. Luther Road/ Canal Street
5. Luther Road/Dairy Road

#### Short-Term and Cumulative Plus Project Build-Out Lower Trip Generation Alternative and Microsimulations.

The traffic study will include analysis of a Lower Trip Generation Alternative for the Short-Term Plus Project, Cumulative Plus Project. In addition, microsimulations for the Lower Trip Generation Alternative will be generated to analyze impacts only to Highway 49.

#### Transit, Bicycle, and Pedestrian Systems

In addition to evaluating study intersections and roadway segments, the traffic study will evaluate existing transit, bicycle, and pedestrian systems in the project area, and determine whether any improvements are needed to serve the proposed project.

*Air Quality.* The air quality chapter of the EIR will utilize the URBEMIS 2007, Version 9.2.4 software model. The air quality impact analysis will include a quantitative as well as a qualitative assessment of short-term (i.e., construction) and long-term (i.e., operational) increases of criteria air pollutant emissions of primary concern (i.e., ROG, NO<sub>x</sub>, and PM<sub>10</sub>). Global climate change will be discussed and analyzed in the cumulative section, as described on page 9 of this NOP. The project's cumulative contribution to regional air quality will be discussed, based in part on the modeling conducted at the project level. The significance of air quality impacts will be determined in comparison to Placer County Air Pollution Control District (PCAPCD) recommended significance thresholds as established at the State and federal level.

The PCAPCD-recommended mitigation measures will be incorporated to reduce any significant air quality impacts, and anticipated reductions in emissions associated with proposed mitigation measures will be quantified.

*Noise.* The noise chapter of the EIR will summarize existing ambient noise levels in the vicinity of the proposed project site. The noise consultant will conduct analyses of noise levels due to construction of the proposed facility and daily operations associated with use. The chapter will compare results of the traffic and project-related noise analyses to applicable noise exposure and significance criteria. This chapter of the EIR will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

*Soils, Geology, and Seismicity.* The Soils, Geology, and Seismicity chapter will summarize the setting and describe the potential effects from earthquakes, landslides, liquefaction, expansive soils, soil erosion, as well as identify any unique geological features within the project site. This chapter of the EIR will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies. The chapter will primarily be based on existing studies prepared for the project site as well as any updated relevant information.

*Hydrology and Water Quality.* This chapter will summarize setting information and identify potential impacts on stormwater drainage, flooding, groundwater, seepage, any existing water wells, septic systems, mining features, and water quality (including potential issues arising from mosquito breeding activities within on-site detention areas). Consideration will include on-site as well as off-site infrastructure facilities, including analysis of the existing stormwater and flood-carrying capacity for the project. In addition, existing drainage patterns will be analyzed to identify if any improvements are needed to accommodate project stormwater runoff. The chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

*Public Services and Utilities.* The Public Services and Utilities chapter will summarize and identify potential new demand for services on roads, law enforcement, fire protection, water, sewer, and solid waste. This chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies. In addition, the percentage of waste created as compared to current conditions will be calculated and a determination will be made whether the additional waste would adversely impact existing facilities. If existing facilities would be impacted, mitigation measures will be identified to ensure that the project's solid waste can be adequately accommodated.

*Hazardous Materials and Hazards.* The Hazardous Materials and Hazards chapter of the EIR will summarize and update the Phase I Environmental Site Assessment prepared for the project site. This chapter of the EIR will summarize the setting and describe any potential of existing or possible hazardous materials on-site or as a result of the proposed project. This chapter of the EIR will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

*Mineral Resources.* The Mineral Resources chapter of the EIR will describe the setting and summarize the potential impacts to mineral resources that could result from implementation of the proposed project. The chapter will address the potential for any on-site mine features. This chapter will include an analysis of the setting, identification of thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

*Socio Economics.* The Socio Economics chapter will be based on an economic analysis prepared for the proposed project. The economic analysis will focus on the potential for urban decay of other retail located in the vicinity and in the remainder of the County, as required in the Auburn/Bowman Community Plan. This chapter of the EIR will include an analysis of the existing setting, identification of the thresholds of

significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

*Alternatives.* In accordance with Section 15126.6(a) of the CEQA Guidelines, at least three project alternatives, including the No Project Alternative, will be analyzed. Alternatives will be devised based on the project design, public input, and potential impacts identified for the proposed project during the preparation of the Draft EIR. The Alternatives chapter will describe the alternatives and identify the environmentally superior alternative. The alternatives will be analyzed at a level of detail less than that of the proposed project; however, the analyses will include sufficient detail to allow a comparison of the impacts. This will include quantitative analysis for specific issue areas (traffic, noise, air quality) for each alternative and the inclusion of conceptual site plans for each alternative as well as a table that will compare the features and the impacts of each alternative.

*Cumulative Impacts.* In accordance with Section 15130 of the CEQA Guidelines, an analysis of the cumulative impacts is undertaken and discussed. In addition, pursuant to CEQA Guidelines Section 21100(B)(5), the analysis addresses the potential for growth-inducing impacts of the proposed project, focusing on whether removal of any impediments to growth would occur associated with the project. In addition, the chapter will contain a Global Climate Change section that will begin by describing in detail what is currently known about global climate change. The section will then describe the current regulatory context related to global climate change (e.g., AB 32). Following the Regulatory Context section will be the impacts and mitigation measures section, which will include quantitative data, showing the project's contribution to the generation of greenhouse gases (GHG) during the operational phase of the proposed project. The Global Climate Change section will quantify the project's GHG emissions using the URBEMIS-2007 outputs for mobile uses and published emissions factors for stationary uses.