

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

Michael J. Johnson, AICP  
Agency Director

**PLANNING**

**HEARING DATE:** July 8, 2010  
**ITEM:** 2  
**TIME:** 10:05 AM

**TO:** Placer County Planning Commission  
**FROM:** Development Review Committee  
**SUBJECT:** **CONDITIONAL USE PERMIT (PCPA20080157)**  
**MINOR USE PERMIT (PMPC20100058)**  
**FINAL ENVIRONMENTAL IMPACT REPORT (PEIR20080235)**  
**BOHEMIA RETAIL PROJECT**

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**COMMUNITY PLAN:** Auburn/Bowman Community Plan

**GENERAL/COMMUNITY PLAN DESIGNATION:** Commercial and Industrial

**ZONING:** CPD-DC-AO (Commercial Planned Development, combining Design Scenic Corridor, combining Aircraft Overflight) and INP-DC (Industrial Park, combining Design Scenic Corridor).

**ASSESOR'S PARCEL NUMBERS:** 052-102-012, -013, -017, -053 and -056

**STAFF PLANNER:** Gerry Haas – Associate Planner

**LOCATION:** The site is located on the east side of State Route 49, just north and east of the intersection of State Route 49 and Luther Road, in the North Auburn area.

**APPLICANT:** Bohemia Properties, LLC

**PROPOSAL:** The applicant is requesting approval of a Conditional Use Permit to allow for the construction and operation of a 155,000 square-foot retail commercial building and an accessory nine-pump fueling station with kiosk. The applicant is also requesting approval of a Minor Use Permit to allow for the construction of an off-site freestanding sign to direct traffic from State Route 49 to the project site.

**CEQA COMPLIANCE:** An Environmental Impact Report has been prepared for this project consistent with the requirements of the California Environmental Quality Act. The Draft EIR was released for a 45-day public comment period that started on January 14, 2010 and ended on March 1, 2010. Copies of the Draft EIR were made available for public review at

the Planning Department, the Auburn Library and on the County's website. The Planning Commission conducted a public hearing to receive comments on the Bohemia Retail Project Draft EIR on February 25, 2010.

A Final EIR was completed and distributed for a ten-day review period from June 16, 2010 through June 25, 2010. The Planning Commission will be required to certify the Final EIR (which includes an Erratum), and adopt the Findings of Fact and Statement of Overriding Considerations (Attachment G) for the approval of the Conditional Use Permit.

The Minor Use Permit for the off-site sign is categorically exempt from the provisions of CEQA per Section 18.36.050 (Class 3 – New Construction or Conversion of Small Structures) of the Placer County Environmental Review Ordinance.

**PUBLIC NOTICES AND REFERRAL FOR COMMENTS:**

Public notices were mailed to property owners of record within 300 feet of the project site. Community Development Resource Agency staff, the Department of Environmental Health, the Air Pollution Control District, the City of Auburn, and the Placer County Transportation Planning Agency were transmitted copies of the project plans and application for review and comment. All County comments have been addressed and conditions have been incorporated into the staff report. Public Comments received on this project are included with this staff report (Attachment H). Staff has reviewed all comments included as Attachment H and has determined that none of the comments raise issues related to environmental impacts that have not been addressed in the EIR.

The proposed project was presented to the North Auburn Municipal Advisory Council on June 29, 2010 as an Action Item. The MAC took action (4-1, two absent) to recommend that the Planning Commission approve the project as proposed (Attachment I).

**SITE CHARACTERISTICS:**

The project site is presently undeveloped and is the former site of the Bohemia Lumber Company. All buildings and equipment previously associated with the lumber company operations have been removed; however, evidence of the prior use still exists on-site, including concrete slab foundations, retaining walls, paved and gravel surfaces and bridges across the Wise and Fiddler Green canals. The natural topography of the project site slopes downhill from the east to the southwest (toward State Route 49). Past clearing, grading, and leveling of the site has resulted in a series of relatively level terraces separated by the two on-site canals. Vegetation on the project site includes volunteer grasses and brush, as well as berry bushes, brambles, and native oaks, willows and pines.

**EXISTING LAND USE AND ZONING:**

	LAND USE	ZONING
SITE	Vacant/Undeveloped	CPD-Dc, INP-Dc (Commercial Planned Development, combining Design Scenic Corridor and Industrial Park, combining Design Scenic Corridor)
NORTH	Single-Family Residential	RS-AG (Residential Single-Family, combining Agriculture)

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SOUTH	Industrial	INP-Dc (Industrial Park, combining Design Scenic Corridor)
EAST	Single-Family Residential	RS-AG (Residential Single-Family, combining Agriculture)
WEST	Commercial/Industrial	CPD-Dc (Commercial Planned Development, combining Design Scenic Corridor)

The project site is bound on the north by Union Pacific Railroad tracks, the Fiddler Green Canal (PCWA), and single-family residences. The site is bound on the east by single-family residences, on the south by a PG&E corporation yard, and on the west by the Wise Canal with the California Hardwood site and The Plaza commercial center beyond.

**PROJECT DESCRIPTION:**

The applicant is requesting approval of a Conditional Use Permit to construct a 155,000 square-foot retail building, which would occupy the majority of the eastern portion of the project site (Site Plan, Attachment B) and a nine-pump fueling station with a detached service kiosk is proposed in the southwest portion of the site. These facilities would be surrounded by parking, circulation and landscaped areas. The 780-space parking lot would be designed to direct stormwater runoff into an underground detention facility at the northwestern tip of the site. A combination of retaining walls, soundwalls and fences for security and screening would be constructed along at least four of the project boundaries. Underground utilities are proposed to provide services to the project.

Access to the site would be provided by a private access easement that connects the western border of the site to State Route 49 through Hulbert Way (a recently constructed signalized intersection). A new bridge crossing the Wise Canal would replace the existing bridge, which is considered undersized as a primary access for this level of commercial activity. An emergency/pedestrian access is proposed at Canal Street, approximately 120-foot south of the Erin Drive intersection. No vehicular access, other than for emergency vehicles, is proposed for Canal Street.

Because the project site has no frontage on State Route 49, which is proposed as the only access location for the project, the applicant is also requesting approval of a Minor Use Permit to allow for the construction of an off-site sign, which would be located on APN 052-102-056, adjacent to State Route 49. The freestanding monument sign would direct traffic eastward onto Hulbert Way and up to the project site.

The subject parcel is located within Compatibility Zone D of the Auburn Municipal Airport, as depicted in the Placer County Airport Land Use Compatibility Plan (PCALUCP), which requires that the project be reviewed by the Placer County Airport Land Use Commission for safety and compatibility issues. The proposed project has been reviewed by the Placer County Airport Land Use Commission (ALUC), and the ALUC has found the project to be compatible with the PCALUCP.

No tenant for this project has been determined at this time, but would be explored pending project approval. The proposed project has the potential for a range of retail uses and the tenant (or tenants) could include a discount club store, a discount superstore, a home improvement center or a general retailer. The project could potentially allow for a portion of

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the site to be used as an outdoor garden center, lumberyard or home improvement outdoor storage area.

**BACKGROUND:**

The project site was initially developed during World War II, as the Cal-Ida Lumber Mill, which produced crates for fruits and vegetables shipped through the Central Valley. Cal-Ida was sold to the DeGeorgio Corporation in 1969 and later sold to the Bohemia Lumber company in 1978. The western portion of the Bohemia Lumber Mill included a planer building, drying kilns, boiler, dry chain building, rail spur and lumber storage. Lumber mill operations ceased in 1983, and all structures were demolished by 1984. The site has remained vacant since 1984, when the current owner purchased the properties.

The industrial uses on the site were in operation in 1963, when the County's first zoning overlay was developed. The initial zoning assigned to the site was MP (Industrial Park), which allowed for both commercial and industrial uses.

In 1989, an EIR was prepared for the Bohemia Project (also known as Hilltop), which consisted of a total of a 48,000 square-foot home improvement center, 54,500 square-feet of additional retail space, an office/warehouse component and a 150-unit apartment complex on a 28-acre site that also included this project site and the existing 10-acre Plaza shopping center. The Planning Commission approved the 1989 project, but the entitlement was not exercised and the project approval expired two years later.

In 1991, the residential component of the 1989 project was changed to include 49 detached single-family residences in place of the apartment complex and the commercial component was modified to allow a 75,000 square-foot Mervyn's (or similar tenant) and an additional 31,000 square-feet of retail space. A Supplemental EIR (SEIR) was prepared to evaluate issues which were not addressed in the original EIR and to update existing information. In 1993, the Planning Commission certified the SEIR and approved the proposal comprising a total of 101,000 square-feet of retail space on the 10-acre site adjacent to State Route 49. As with the 1989 proposal, the entitlement was not exercised and the project approval expired.

In 1992, a Wal-Mart store was proposed on the 18-acre site, replacing the office, warehouse and residential components of the previously approved project. The Planning Commission adopted the SEIR that was prepared for the project and approved the Wal-Mart project in 1993. Neighboring groups appealed this decision to the Board of Supervisors, asserting that the SEIR was inadequate. In 1993, the Board of Supervisors upheld the neighbor's appeal and denied the project.

The Auburn-Bowman Community Plan was adopted in 1994. Specific to this project site, the land use designation was changed from industrial to commercial, with a corresponding change in the underlying zoning from MP (Industrial Park) to CPD-Dc (Commercial Planned Development, combining Design Scenic Corridor). During the discussions of the Community Development Element for the Plan, the Board of Supervisors provided an opinion that large-scale commercial development would be appropriate for the site.

In July 1995, the applicant submitted a revised Wal-Mart project that: eliminated the previously proposed auto center; modified the Canal Street access to allow for emergency/pedestrian uses only; increased site landscaping; and reduced the maximum height of the free-standing parking lot lights from 42 to 20 feet. The Planning Commission approved the project. Neighboring groups appealed the approval to the Board of Supervisors. The Board upheld the Planning Commission's approval. In 1996, following a civil suit challenging the adequacy of the SEIR, the applicant withdrew plans for construction.

On May 24, 2007, the Planning Commission considered an application from Mr. Conkey to amend the Community Plan and rezone the site from CPD-Dc to RS (Residential Single-Family) to allow for the development of a 114-unit residential subdivision. The Commission took action to recommend approval of the EIR and the Community Plan/rezone modifications to the Board of Supervisors. The residential project was never heard by the Board of Supervisors because, as stated by the applicant, the housing market crash of 2007 reduced residential property values to the point that the project would not have been economically feasible. The application was withdrawn by the applicant.

On March 25, 2008, the applicant submitted an Initial Project Application for the Bohemia Retail Project for a 155,000 square-foot retail building with an accessory fueling station. The project originally proposed a primary access to the site at Hulbert Way and State Route 49 and a secondary access at Canal Street. The Initial Study was completed on April 24, 2008, concluding that the project would result in potentially significant adverse environmental impacts and that an Environmental Impact Report (EIR) would be required. The County contracted with a consultant on September 16, 2008 to prepare the EIR for the project and the State Clearinghouse posted the Notice of Preparation for the EIR in December 2008. The Draft EIR (DEIR) was completed on January 19, 2010 and the Planning Commission held a public hearing to take comments on the document on February 25, 2010.

Following that hearing, and based on internal discussion of the project, staff directed the consultant to revise the Alternatives section of the DEIR in order to expand the discussion of the No Canal Street Access Alternative to provide additional environmental analysis that would allow for the adoption of that alternative in lieu of the proposed project. The new No Canal Street Access Alternative section in the Final EIR (FEIR) contains a more comprehensive evaluation of the project impacts, and concludes that restricting all but emergency, bicycle and pedestrian access on Canal Street would result in no new impacts and, therefore, no new mitigation measures.

On May 5, 2010, the applicant submitted a letter (Attachment C) proposing to change the project description to allow only an emergency/pedestrian access at Canal Street. All other elements of the project remain unchanged.

The FEIR was published on June 16, 2010 and the public review period ran from that date until June 26, 2010. However, during the public review period, it was noticed that nine comments received on the DEIR had been inadvertently omitted from the FEIR. An Erratum was prepared that included responses to each of the comments. The Erratum was published and made available for public review from June 25, 2010 until July 6, 2010.

## **DISCUSSION OF ISSUES:**

The previous land use applications on this site generated a great deal of discussion and controversy within the community. Mindful of the history, and because this project proposes a similar type of development to the previously considered large-scale retail building, the EIR addressed all previously identified issues of discussion and also considers new impacts relative to current State and local laws that have been adopted since the original Wal-Mart proposal was considered.

### **Environmental Analysis**

Consistent with the requirements of the California Environmental Quality Act, an Environmental Impact Report (EIR) was prepared for the proposed project. The EIR concludes that, prior to the implementation of mitigation measures, the project could result in significant or potentially significant impacts in the following areas:

- Noise
- Visual Resources
- Land Use
- Biological Resources
- Public Services and Utilities
- Transportation and Circulation
- Air Quality
- Hazards and Hazardous Materials
- Geology and Soils
- Hydrology and Water Quality
- Cultural Resources
- Socio-economics
- Mineral Resources

The EIR concluded that the implementation of the mitigation measures described in the EIR would reduce most of these identified impacts to less than significant levels. The EIR concludes that after the implementation of mitigation, some impacts would still remain significant and unavoidable in the following areas:

#### **Project-Level Air Quality Impacts:**

- The project construction would result in a short-term significant and unavoidable impact related to a temporary increase in NO<sub>x</sub> emissions.
- The project would result in cumulative impacts associated with regional air quality and the production of greenhouse gasses.

The discussion of Transportation and Circulation, as presented in Chapter 8 (project-level) of the project EIR, identified the following as significant and unavoidable impacts:

#### **Project-Level Traffic Impacts:**

- The proposed project would result in a significant and unavoidable impact related to lane queuing under the Short Term Plus Project Conditions scenario for northbound

left turns at the intersection of State Route 49/Dry Creek Road, as identified in Impact Statement 8-6.

The California Environmental Quality Act (CEQA) recognizes and authorizes the approval of projects where not all adverse impacts can be fully lessened or avoided. A Statement of Overriding Consideration (Attachment G) has been prepared for this project and must be adopted as part of the project approval.

### **Noise**

The project site is located in an urban setting near State Route 49 and the primary existing ambient noise sources in the project vicinity include vehicular traffic on State Route 49, Union Pacific Railroad (UPRR) train operations north of the project site, activities at the Pacific Gas & Electric (PG&E) construction yard to the south, and the operations of the California Hardwoods business and The Plaza shopping center to the west.

The Noise chapter of the DEIR is based on an environmental noise assessment performed by Bollard Acoustical Consultants, Inc. The analysis 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.

The construction noise related to site preparation and development activities could potentially impact noise sensitive land uses in the immediate vicinity of the project. These impacts are considered short-term as they occur only during periods of construction and would be mitigated by limiting construction activities to specific hours and days and by ensuring that construction equipment is properly maintained and equipped with factory installed muffling devices.

The noise analysis predicted that the noise generated by loading dock activities would exceed the County's noise standards, as measured from the project's east property line on Canal Street, and recommended the installation of a noise barrier along this project frontage to reduce the noise levels to at or below County standards. Mitigation Measure 10-3(a) requires the construction of a six to eight-foot soundwall along Canal Street, and the installation of this soundwall would reduce identified impacts to less than significant levels. The sound wall would be constructed along the north property line, to mitigate noise impact to adjacent residences along Dyer Court.

### **Visual Resources**

The site is visible from adjacent residential uses, from Canal Street and partially from State Route 49. Although the site has been previously disturbed and retains evidence of the prior use of the site as a lumber mill, portions of the site, specifically along the canals and the south property lines, contain small groves of native oak trees and other vegetation. The proposed development of the site and the construction of a large commercial building would alter this landscape in a manner consistent with the existing commercial development in the area. While the character of the site would be altered through construction of the project as proposed, the project would include construction of a masonry block wall along Canal Street and dense trees and landscaping would be planted along all property lines, as well as throughout the site. The landscaping would increase the aesthetic quality of the project, and

would reduce the impacts the project would have on the conversion of the site to an urban setting.

In addition to standard development requirements set forth in the Auburn/Bowman Community Plan and the Placer County Zoning Ordinance, the project site is located within a Design Scenic Corridor and is therefore subject to review and approval by the Design/Site Review Committee. A Design/Site Review Agreement (DSA) must be approved prior to submittal of Improvement Plans and the DSA will ensure project consistency with the Placer County Design Guidelines. Within the Design Guidelines, there is a section specific to the development of big-box retail in the North Auburn area, which recommends that big-box retail be designed and constructed in such a way that the monotony of a large big-box structure be broken up. This aesthetic enhancement is achieved through the incorporation of varied building materials, roof heights and types and vertical and horizontal building articulation. This project would be consistent with the design criteria set forth in this and other applicable sections of the Design Guidelines.

The retail building would range between 30 and 35 feet in height, with the entrance feature at the southwest corner extending to just over 39 feet. The maximum permitted height for structures in the CPD zone district is 50 feet. Nonetheless, staff has received comments expressing concern about the visual impact of such a large structure on the residences on Dyer Court to the north and Canal Street to the east that adjoin to the project site.

As shown on the site plan, the finished floor elevation of the retail building would be 1,451 feet. This is approximately 16 feet lower than the residence furthest west on Dyer Court and approximately 29 feet lower than the residence furthest east. The height of the building would be about 19 to 24 feet above the backyard elevations of these lots, as compared to the actual 30 to 35 foot height of the building. In addition to the difference in elevation, the building would be constructed 125 feet from the north property line, a separation that would reduce the visual mass of the building from the residences on Dyer Court.

The project proposes replacing the existing six-foot wood fence and constructing a new soundwall along the south property line of the affected residences along Dyer Court, and planting extensive landscaping, including evergreen trees and shrubs, along the hillside that separates the project from the back yards of the homes on Dyer Court. Within a short time, this "green" screen would gradually reduce the view of the top of the structure from residences along Dyer Court.

The view of the proposed structure from Canal Street was extensively discussed in the Visual Resources section (Chapter 7) of the DEIR. As noted in this section, a six- to eight-foot-high masonry block soundwall would be required along the entire length of Canal Street, with the exception of the emergency access location south of Erin Drive. Rows of trees, as well as vines and shrubs would be planted along both sides of the sound wall. Within five years, residents and travelers along Canal Street would have a view of the landscaping in front of the masonry-block wall. Above the wall, the upper portion of the building would be partially visible through the limited areas where proposed landscaping does not form a continuous screen.

### *Light and Glare*

Consistent with the Placer County Design Guidelines, all exterior lighting on the proposed structures will be directed downward and would consist of a full cut-off design, meaning the bottom of the light fixtures are flat, the bulbs are recessed, focusing the light downward and not outward or upward. This form of lighting protects nearby residences by eliminating any glare or light spillage across property lines. In addition, the maximum height for building lighting would not exceed 18 feet.

The parking lot lights would also be full cut-off design, and would not exceed 14-feet in height along the north and east property lines, adjacent to residential development, and 18-feet in height within the parking lot and along the south and west property lines, adjacent to existing commercial and industrial uses.

A photometric plan has been prepared for the project which depicts the lighting intensities across the project site. The photometric plan concludes that virtually no spillover light from the project would impact adjacent sensitive receptors (i.e., residences) to the north and east. Only a few locations show light intensity values above 0.0 foot-candle (fc) [A foot-candle is approximated as the light a person would see within a six-inch radius around a candle lit in a dark room or area]. For instance, at the Canal Street emergency access driveway, the light intensity value would be 0.2 fc at the property line.

### **Land Use/Community Plan Consistency**

The project site is designated Commercial in the Auburn Bowman Community Plan, with the exception of a small triangle of land in the southeast corner of the project site that is designated Industrial. Correspondingly, the majority of the project site is zoned CPD-DC-AO (Commercial Planned Development, combining Design Scenic Corridor, combining Aircraft Overflight) with the triangle in the southeast corner zoned INP-DC (Industrial Park, combining Design Scenic Corridor).

The proposed commercial use of the site is consistent with the site zoning and with the Placer County General Plan and the Auburn/Bowman Community Plan, which designate the project site for commercial development. The Auburn/Bowman Community Plan includes various policies that are intended to reduce a project's land use impacts, both to the project site and to surrounding uses. The project would comply with the Auburn/Bowman Community Plan policies regarding the physical aspects of land development.

Presently, the project site is fenced, and public access across the site is restricted. As proposed, the project would provide pedestrian and bicycle access through the site, connecting the Country Club Estates residential subdivision to The Plaza shopping center and ultimately to the commercial corridor of State Route 49. This connectivity is important in providing safe and easy access for pedestrians and bicyclists. Additionally, the project would provide a minimum of 500 square feet of outdoor public use area. This public use area would be a landscaped portion of the site that would be improved with picnic tables and benches.

Overall, the project is designed to minimize the typical impacts associated with retail development, while providing amenities for the public benefit. Staff has determined that the

project, as proposed, would be compatible with surrounding development and would not be contrary to orderly development.

## **Biological Resources**

### *Oak Woodland*

The development of the Bohemia Retail project would result in the loss of five large oak trees and the conversion of approximately 2.07 acres of on-site oak woodland in the northeastern portion of the project site, primarily along the current alignment of the Fiddler Green Canal. Oak woodlands, as well as individual large trees within those woodlands, are protected by a variety of State and local ordinances and policies, including the CEQA Oak Woodlands Conservation Law (SB1334) and the Placer County Tree Preservation Ordinance.

Mitigation for impacts to the oak woodlands on the project site consist of the payment of fees for off-site oak woodland preservation on an acre-for-acre basis, and a payment of fees for the removal of larger (over 24-inches diameter at breast height) oaks on the site. The DEIR includes Mitigation Measure 5-5, requiring the applicant to submit to the Placer County Tree Preservation Fund payment in the amount of \$65,180 for impacts to oak woodlands and to large oak trees within those woodlands. This payment must be received prior to any site disturbance.

### *Seasonal Wetland*

The construction of the project would result in the loss of a 0.05-acre jurisdictional seasonal wetland. Consistent with the Auburn/Bowman Community Plan goal of “no net loss” of wetland areas (Auburn/Bowman Community Plan – Environmental Resources Management Element – Goal 3, Policy 4), the applicant will coordinate with the United States Army Corps of Engineers for an in-lieu fee program to mitigate for impacts to the seasonal wetland.

### *Wildlife Species*

Although the project site provides suitable habitat for some special-status plant or animal species, none were observed on the project site during field review, the Draft EIR includes Mitigation Measures 5-2 and 5-3(a) and (b) to ensure that project construction activities do not result in adverse impacts to nesting raptors and other migratory birds and burrowing owl, respectively, should they be found to occur on-site prior to construction. Similarly, pre-construction surveys are required to insure that no other plant or animal species of concern exist on the site. Should any species of concern be found on the project site during pre-construction surveys, several mitigation measures require that the California Department of Fish and Game (CDFG) shall be consulted and the applicant will coordinate with the CDFG for regulatory guidance and further action.

## **Public Services and Utilities**

The Public Services and Utilities chapter of the DEIR describes the public service systems and facilities within the project area and the associated potential impacts resulting from the proposed project. The following public services are considered in the analysis: water; wastewater; solid waste; gas and electricity/telephone/cable; fire protection and emergency medical services; and law enforcement.

Mitigation measures include off-site improvements to sewer and water transmission lines in the vicinity. Off-site improvements would serve to upgrade the sewer collection system currently serving the Country Club Estates residential subdivision and efficiently transfer the flows to a connector line located along New Airport Road. Additionally, water flow to the project site would be increased through the construction of approximately 1,650 feet of new off-site water lines. This improvement would ensure that the project provides adequate water for daily use in addition to meeting minimum fire protection flow rates. Mitigation Measure 13-1 requires a water availability letter from the Placer County Water Agency (PCWA) prior to approval of Improvement Plans. If approved, the applicant shall fund and construct all necessary water system improvements needed for the project and would comply with PCWA requirements and standards.

### **Transportation and Circulation**

Development of the Bohemia Retail project would generate new vehicle trips, which would affect traffic operations at intersections within the immediate vicinity of the proposed project, both during construction and after occupancy of the commercial building. A detailed traffic study was conducted as part of the environmental review to analyze roadway and intersection operating conditions associated with development of the proposed project under existing, short term and cumulative scenarios.

During construction of the Bohemia Retail project, new vehicle trips would include construction workers, delivery of construction materials and movement of construction equipment. Once fully built out, the number of vehicle trips that are expected to be generated by the proposed development is estimated at:

- 6,024 daily trips for a Discount Club (589 p.m. peak hour trips)
- 7,334 daily trips for a Discount Superstore (627 p.m. peak hour trips)
- 4,482 daily trips for the Mixed-Use alternative (420 p.m. peak hour trips)

Under existing plus project conditions, combining project-generated trips with current traffic, the intersection of Bell Road and New Airport Road was found to operate at an unacceptable Level of Service (LOS). To mitigate project impacts to this intersection, the project would be required to construct intersection improvements to provide for dedicated northbound, right- and left-turn lanes in addition to modifying the signal.

Many of the public comments received during circulation of the Draft EIR focused on traffic impacts at the intersection of Luther Road and Canal Street. The traffic study prepared for the project did not identify an impact at this intersection with construction of the project. Impact was, however, identified in the Short Term and Cumulative scenarios. The proposed project would be required to mitigate impacts associated with Short Term and Cumulative Conditions at this intersection through payment of Capital Improvement Program (CIP) fees. This would ultimately fund the future construction of this signal when determined to be warranted. The need for this future improvement would be required with or without the Canal Street access to the project site.

Under Short Term and Cumulative Conditions, the following intersections and segments were identified as operating at an unacceptable LOS. The project would be required to pay fees towards the CIP if the mitigation improvement is identified in the CIP. For intersections

and/or segments that are not within the CIP, a fair-share fee towards improvements would be required.

- Luther Road/Canal Street
- SR 49 between Bell Road and Willow Creek Drive
- SR 49 between Marguerite Mine Road and Edgewood
- SR 49/Dry Creek Road
- SR 49/Nevada Street/Marguerite Mine Road
- Bell Road/New Airport Drive
- Undercrossing Road/I-80 EB Ramps
- Luther Road/Canal Street
- Luther Road/Bowman Road
- SR 49/Bell Road
- SR 49/Willow Creek Drive

The Environmental Impact Report prepared in conjunction with the development of the current Auburn Bowman Community Plan in 1994 identified increased traffic congestion as a cumulatively significant and unmitigable impact. The Board of Supervisors recognized this finding with the certification of the EIR and adoption of the Community Plan in 1994. The proposed project has been found to be consistent with the land use assumptions identified at the time of development of this plan and therefore, traffic associated with such a development has been foreseen within the Community Plan area.

#### **Air Quality**

The DEIR concludes that construction of the project would result in a short-term increase in regional air emissions, including fugitive dust and particulate matter emissions that can have an impact on local air quality. Mitigation measures were identified in order to reduce air quality impacts; however, the implementation of any feasible mitigation would not reduce the project's short-term emissions below the Placer County Air Pollution Control District (PCAPCD) standards.

The project, as with almost any development on this project site, would result in significant and unavoidable cumulative impacts related to regional Air Quality. Placer County is classified as a severe non-attainment area for the federal ozone standards and in order to improve air quality and attain the health-based standards, measures to reduce emissions should be identified for projects located in a non-attainment area. Project operational emissions (ROG and NOx) would exceed the PCAPCD cumulative thresholds of significance. Mitigation measures, including participation in the PCAPCD off-site mitigation fee program, were identified in order to reduce air quality impacts; however, the implementation of any feasible mitigation would not reduce the project's long-term emissions below the PCAPCD cumulative-level threshold.

Additionally, the DEIR identified significant and unavoidable cumulative impacts related to a the production of greenhouse gases. Mitigation measures were identified and include shaded landscaping designs, incorporation of solar energy, and installation of energy efficient lighting and appliances. The PCACPD has reviewed the mitigation measures and has determined that the measures comply with the Office of the California Attorney General Methods to Offset or Reduce Global Warming Impacts and the Office of Planning &

Research Office CEQA Guidelines which requires the analysis and mitigation of the effects of greenhouse gas emissions in draft CEQA documents (effective March 18, 2010).

The project also includes the construction of an 18-pump fueling station with underground storage tanks for the storage and dispensing of gasoline fuel. In compliance with Placer County Air Pollution Control District's (PCAPCD) Rule 501: General Permit Requirements, the applicant is required to obtain an Authority to Construct Permit prior to the construction of the station. A screening health risk assessment was prepared as part of the EIR for the Bohemia Retail project to analyze potential cancer risk impacts associated with the operation of the proposed fueling station. Based on a throughput of 9 million gallons, the DEIR concludes that the project would not result in an incremental individual cancer risk exceeding the PCAPCD's risk threshold. A detailed Health Risk Assessment would be required as part of the Authority to Construct Permit to ensure the potential risk resulting from the proposed annual throughput for the fueling station would not exceed the risk threshold of 10 in a million.

### **Hazardous Materials and Hazards**

The Hazardous Materials and Hazards chapter describes existing and potentially occurring hazards and hazardous materials within the project area and the potential impacts posed by these hazards to the environment, as well as to workers, visitors, and residents within and adjacent to the project area.

#### *Past Use of Site*

Until 1984, a lumber mill operated on the site. Phase I and II Site Assessments, conducted in 2004 and 2006, respectively found elevated concentrations of cadmium and lead on the site and provided a plan to remediate this contamination. Contaminated soils were removed from the site and, in late 2007, the Department of Toxic Substances Control issues a No Further Action determination, finding that the site no longer represents a significant health hazard.

#### *Fueling Station*

The proposed project would include an on-site fueling station in the southwest corner of the project site. The station would also include a canopy-covered kiosk that would sell automobile-related supplies (oils, batteries, antifreeze). Fuel would be stored in underground storage tanks (USTs), which would dispense fuels via nine multipurpose dispensers (18 fuel pumps). The underground storage of hazardous materials is subject to the provisions of the California Health and Safety Code and Title 23 of the California Code of Regulations. The USTs would be installed and operated under permit and inspection with Placer County Environmental Health Services and in compliance with California Health and Safety Code and Title 23 of the California Code of Regulations.

### **Geology and Soils**

The Soils, Geology, and Seismicity chapter concluded that risks associated with structural damage from expansive soils is the only potentially significant impact to geology and soils as a result of the project. Implementation of the mitigation measures included in the DEIR would reduce this impact to a less than significant level.

### **Hydrology and Water Quality**

The Hydrology and Water Quality chapter of the DEIR identified the following impacts as potentially significant: project impacts to the existing drainage pattern and surface runoff, construction-related impacts to surface water quality, operational water quality degradation associated with urban runoff from the project site, and impacts to groundwater quality. However, implementation of the mitigation measures included in the DEIR would reduce the impacts to a less than significant level.

### **Cultural Resources**

The Cultural Resources chapter of the DEIR concluded that impacts related to the disturbance or destruction of historical resources on the project site would be less than significant. Disturbance or destruction of previously unknown archaeological and paleontological resources on the project site would be mitigated as proposed in the DEIR and consistent with County policy related to discovery of previously unknown archaeological resources.

### **Socio-Economics**

The Socio-Economics chapter describes whether the proposed project would result in significant adverse physical deterioration of properties or structures, or urban decay, due to the project's potential economic impacts to existing businesses. As stated in the urban decay and fiscal impact analysis, the proposed project, whether developed as a club store, a discount superstore or a home improvement center, is not likely to cause blight or urban decay for the following reasons:

- The new retail demand would exceed the retail sales volumes in 2020 (or within ten years from the project becoming operational) for all scenarios in most all retail categories. The dates in the report are "years forward" - the number of years that pass once the business opens. Some existing retailers would be unable to compete with the proposed project, but the projected unmet retail demand in the area means that there are opportunities for new tenants to compete effectively against the new store in other retail categories.
- The Auburn area has historically seen periods of declines in sales, which is a particular type of spending shift, and this has not led to urban decay in the area.
- The new store would create shopping opportunities which would attract trade area residents outside of the immediate vicinity who are currently traveling to places like Rocklin or Roseville to shop at club and discount stores. This may have a positive spillover effect on other area retailers as a result of the added consumer traffic.

The Socio-Economics chapter concluded that impacts related to the proposed project's contribution to physical deterioration and urban decay to Placer County's businesses would be less than significant.

### **Mineral Resources**

The Mineral Resources chapter of the DEIR concluded that impacts related to potential loss of availability of a known State, regional, and/or locally valuable mineral resource would be less than significant.

## **Alternatives**

The DEIR considered the following three alternatives considered for the proposed project:

- No Project Alternative;
- No Canal Street Access Alternative; and
- Mixed Use Alternative.

The following summary provides brief descriptions of the three alternatives to the proposed project that are evaluated in this Draft EIR. For a more thorough discussion of project alternatives, please refer to Chapter 17, Alternatives.

### *No Project Alternative*

The No Project Alternative is defined in this chapter as the continuation of the existing condition of the project site, which is currently vacant. The No Project – No Build Alternative would allow the project site to continue in the site's existing state, which is vacant, with some paved areas, as well as oak trees and non-native grasslands. It should be noted that the No Project Alternative would not meet any of the proposed project objectives.

### *No Canal Street Access Alternative*

The No Canal Street Access Alternative includes the same general development as the proposed project, with the exception of public access from Canal Street. The access would be constructed, but utilized only for emergency vehicle purposes. The No Canal Street Access Alternative would increase traffic congestion at the Hulbert Way access, resulting in increased emissions and a greater impact to air quality.

### *Mixed Use Alternative*

The Mixed-Use Alternative includes an approximate 35 percent reduction in square footage as compared to the proposed project. Furthermore, the alternative would include two separate retail buildings - one 64,300-square-foot building and one 35,700-square-foot building, rather than one 155,000-square-foot building as proposed for the project. The Mixed-Use Alternative would eliminate the proposed fueling station and relocate the proposed parking areas to the northwest portion of the site. The Mixed Use Alternative would have fewer impacts to visual resources, public services and utilities, and hazardous materials and hazards as compared to the proposed project.

### *Environmentally Superior Alternative*

The Mixed Use Alternative is the environmentally superior alternative to the proposed project because this alternative would result in a reduction in some impacts while achieving the majority of the proposed project's objectives.

## **No Canal Street Access Alternative**

As stated above, the overwhelming public sentiment against the full secondary access on Canal Street prompted the applicant to modify the project description to eliminate vehicular access at Canal Street. Following completion of the FEIR, it is clear that the No Canal Street Access Alternative would meet all of the project objectives but would result in no net traffic increase for Canal Street, thus significantly reducing potential traffic impacts to neighboring residents.

In addition, the elimination of project traffic on Canal Street and the restriction of the project access on Canal Street to emergency vehicles significantly reduces perceived compatibility issues related to commercial development adjacent to a residential area. Staff supports the No Canal Street Alternative because the potential air quality impacts associated with this alternative would be offset by the reduction in traffic impacts to the adjacent neighborhood.

### Potential End-User

During the comment period for the DEIR, staff received comments regarding the need to clarify the distinction between potential end-users and the need to address those distinctions in order to ensure that the final end-user is the best fit for the community. Based upon this public concern, staff has prepared the following matrix which identifies the level of impacts that would result from each of the potential end-users.

It is important to note that, from a land use perspective the County does not regulate or dictate the end-users that may locate on this property. As previously stated in this report, this analysis has focused on the development of this site with a retail commercial land use. While impacts may vary with the different commercial retail uses, it is important to note that each of the analyzed retail commercial uses is a permitted use on the project site, subject to approval of a Conditional Use Permit.

	Discount Club Store (Option 1)	Discount Super Store (Option 2)	Home Improvement Store
Net New Daily Trips	6,024	7,334	4,482
Traffic Delay at Primary Access Intersection <sup>1</sup>	5.5 sec (am) / 22.9 sec (pm) No Canal Access Alt: 5.7 sec (am) / 24 sec (pm)	7.1 sec (am) / 24.5 sec (pm) No Canal Access Alt: 7.3 (am) / 25.7 (pm)	N/A
Project-level Intersection Impacts	<u>Existing Plus Project</u> • Bell Road/New Airport Road  <u>Short Term Plus Project</u> • Luther Road/Canal Street	Same impacts under Option 1	N/A
Cumulative Intersection Impacts	• Bell Road/New Airport Road; • Undercrossing Road/I-80 EB Ramps; • Luther Road/Canal Street; and • Luther Road/Bowman Road.	Same four impacts under Option 1 plus an additional significant impact at:  • SR 49/Bell Road	N/A
Net Tax Revenue	\$848,000 (\$453,000) <sup>2</sup>	\$587,000 (\$324,000) <sup>2</sup>	\$415,000 (\$238,000) <sup>2</sup>

<sup>1</sup> It is important to note that neither Option 1 (Club Store) nor Option 2 (Super Store) would have significant impacts to the Primary Access. These delays are simply presented here for comparison purposes.

<sup>2</sup>( ) Parenthetical numbers represent worst-case assumption whereby 50% of new Project sales represent shifts in sales from existing outlets within the County rather than new retail demand.

The FEIR assumes the worst-case scenario for all potential impacts, and concludes that any significant and unavoidable impacts as a result of the project would exist regardless of which end-user occupies the site. Similarly, impacts that can be reduced to a less than significant level through proposed mitigation measures do not have the potential to be substantially lessened or increased based on the occupation of the site by a given end-user.

#### **Minor Use Permit for Off-Site Sign**

Because the project site is almost land-locked with no street frontage on State Route 49, the applicant proposes the construction of a monument sign at the northeast corner of State Route 49 and Hulbert Way (APN 052-102-056), to identify the proposed Bohemia Retail Project and direct motorists on State Route 49 to Hulbert Way and the project site. Off-site signs are only permitted in Placer County with approval of a Minor Use Permit.

The proposed sign is consistent with Section 17.54.190 (C) of the Zoning Ordinance, which allows for commercial complex signs to be constructed off-site provided that they do not exceed 50 square feet in size, and that a Minor Use Permit is obtained. The sign would not exceed eight feet in height (the height limit established in the Auburn/Bowman Community Plan and the Placer County Design Guidelines for North Auburn)

The Bohemia Retail project location includes several parcels which have no direct access to State Route 49 and the store itself would eventually be constructed a minimum of 750 feet from the highway. The applicants state that the location shown on the site plan is the optimal location for a sign to be viewed by motorists traveling up and down State Route 49, and would afford motorists the best opportunity to safely and effectively direct traffic to their site.

Because the project site only has street frontage on Canal Street, and because in response to concerns raised by adjacent residents, the property owner has elected to prohibit access from Canal Street, staff has concluded that it is appropriated to support the request for the off-site sign. By allowing for a monument sign along State Route 49, motorists will be directed away from Canal Street, thereby focusing the access into and out of the project site from State Route 49 (which is desired by the existing residents in the project area).

#### **RECOMMENDATION**

Staff recommends the Planning Commission take action to certify the Final Environmental Impact Report and approve the Conditional Use Permit for the Bohemia Retail Project, based on the Findings and subject to the Conditions of Approval included in this report. Additionally, staff recommends approval of the Minor Use Permit to allow for an off-site sign along State Route 49, based on the Findings and subject to the Conditions of Approval included in this report.

**I. FINDINGS FOR APPROVAL OF CONDITIONAL USE PERMIT (PCPA20080157):**

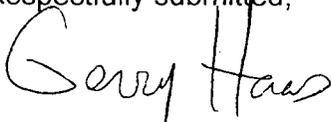
- A. Certify the Final Environmental Impact Report for the Bohemia Retail Project (SCH No. 2001042086) and adopt the Statement of Findings and the Statement of Overriding Considerations as attached as Attachment A, and approve the Mitigation Monitoring Plan as included in the Final Environmental Impact Report.
- B. Adopt the following findings and approve Conditional Use Permit PCPA20080157, subject to and including Conditions of Approval Nos. 1-136, attached as Attachment D:
1. The Conditional Use Permit is consistent with the Placer County Zoning Ordinance (Section 17.20.010).
  2. The proposed use is consistent with applicable policies and requirements of the Placer County general plan, and the Auburn/Bowman Community Plan, and the Placer County General Plan.
  3. The establishment, maintenance or operation of the proposed use or building will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, comfort and general welfare of people residing or working in the neighborhood of the proposed use, or be detrimental or injurious to property or improvements in the neighborhood or to the general welfare of the county; except that a proposed use may be approved contrary to this finding where the granting authority determines that extenuating circumstances justify approval and enable the making of specific overriding findings.
  4. The commercial activities of the proposed project will be screened from the residences to the north and east by sound walls and vegetative screening, and will therefore be consistent with the character of the immediate neighborhood and will not be contrary to its orderly development.
  5. The proposed project will not generate a volume of traffic beyond the design capacity of all roads providing access to the project, either those existing or those to be improved with the project unless a specific design deficiency is acknowledged and approved in conjunction with the adoption of a community plan applicable to the area in question.

**II. FINDINGS FOR APPROVAL OF MINOR USE PERMIT (PMPC20100058):**

- A. Find the approval of the off-site sign is categorically exempt from the provisions of CEQA per Section 18.36.050 of the Placer County Code and CEQA Guidelines section 15303 (Class 3).
- B. Adopt the following findings and approve Minor Use Permit PMPA20100058, subject to and including Conditions of Approval Nos. 1-7, attached as Attachment E:
1. The proposed off-site sign is consistent with the objectives, policies, general land uses and programs as specified in the Placer County General Plan, the Auburn Bowman Community Plan and the Design Guidelines.

2. The proposed Minor Use Permit is consistent with the Placer County Zoning Ordinance (Section 17.20.010).
3. The proposed use will be consistent with the character of the immediate area, which is commercial retail, and will not be contrary to its orderly development.
4. The off-site sign as proposed will not be detrimental to the health, safety, and general welfare of people residing in the neighborhood, and will not be detrimental or injurious to property or improvements in the neighborhood or the general welfare of the County. To the contrary, the provision of an off-site sign will facilitate vehicular access from State Route 49, thereby reducing impacts to existing residents in the vicinity.

Respectfully submitted,



Gerry Haas  
Associate Planner

GH:KH

**ATTACHMENTS:**

Attachment A – Vicinity Map

Attachment B – Site Plan

Attachment C – Revised Project Description Letter

Attachment D – Conditions of Approval (PCPA20080157)

Attachment E – Conditions of Approval (PMPC20100058)

Attachment F – Erratum to Final EIR / Final EIR (provided under separate cover)

Attachment G – Findings of Fact and Statement of Overriding Considerations for the EIR

Attachment H – Comments and Correspondence

Attachment I - North Auburn MAC letter of recommendation dated June 30, 2010

cc: Applicant – Jim Conkey, Conkey Development, Inc.  
Auburn Plaza, LLC – Owner of adjacent property for off-site sign  
Sarah Gillmore – Engineering and Surveying Department  
Stephanie Holloway – Department of Public Works  
Janelle Heinzler – Special Districts  
Vicki Ramsey – Environmental Health Services  
Andy Fisher – Placer County Parks Division  
Angel Rinker – Air Pollution Control District  
Brad Albertazzi – Placer County Fire/CDF  
Scott Finley – County Counsel's Office  
Michael Johnson – CDRA Director  
Paul Thompson – Deputy Planning Director  
Michael Wells – Supervising Planner  
Subject file



engineers planners surveyors

*a Joint Venture*

Doucet & Associates, Inc. + Surveyors Group, Inc.

May, 5, 2010

Mr. Gerry Haas – Senior Planner  
Placer County Planning Department  
3091 County Center Drive  
Auburn, CA 95603

RE: Bohemia Retail Project Description

Dear Gerry:

Per Chapter 17 of the DEIR for the Bohemia Retail Project a “No Canal Access Alternative” was discussed. Upon further discussion with neighbors, staff, and potential users we would like to change the project description to limit the Canal Street access to emergency vehicle, pedestrian and bicycle traffic only. The required additional studies were completed and are a part of the EIR, which allows for this closure. We also understand the hearings schedule will not be changed.

Attached is a revised project description with this change. If the assumptions are correct please take this letter as a request to restrict the Canal Street access as identified above.

Sincerely,

Ronald Clundt P.E.  
Doucet SGI – Vice President

# BOHEMIA RETAIL PROJECT

## Project Description October 27, 2008

### General Information

The project site is located approximately two and one-quarter miles north of the City of Auburn on the east side of Hwy 49 north of Luther Road. APN numbers for the site are 052-102-012, 103,017, and 053. The site is bound by Wise Canal on the west, a single family residential neighborhood to the north, Canal Street on the east, and the PG&E Rock Creek Corporation Yard to the south. The topography slopes from Canal Street, 1480 feet above mean seal level (msl), to about 1,428 feet msl at the southwest corner of the site. APN 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. APN number 052-102-053 is designated as Industrial and is zoned INP-Dc-AO, Industrial Park-Design Review within the Aircraft Overflight zone.

### Proposed Use

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.

The improvements would include new underground utilities, paving, parking, lighting and landscaping. 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 HC 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. This access point will be the only vehicular access to the project. The secondary access will be off Canal Street from the southeast and will only be available to pedestrian, bicycle, and emergency vehicles.***

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. An existing sewer main in Canal Street will serve the site. 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.

#### 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 CUP

Watercourse Setback: There will be a 100' 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' maximum

#### Requested Entitlements

We request the review and approval of the following entitlements:

1. Conditional Use Permit

2. Design Review

## ERRATUM TO THE BOHEMIA RETAIL FINAL EIR

Two public comment letters and seven additional petitions on the Bohemia Retail Draft EIR were inadvertently omitted from the Bohemia Retail Final EIR released to the public on June 16, 2010. As a result, the County has prepared responses to these additional comments concerning the Bohemia Retail Draft EIR. Given that the Bohemia Retail Final EIR includes a total of 119 comment letters, which includes the minutes for the comment hearing on the Draft EIR as Letter 119, the two additional comment letters and 7 petitions are hereby presented in this erratum and incorporated by reference into the Bohemia Retail Final EIR as Letters 120 through 128, with the additional inclusion of the standard letter from the State Clearinghouse as Letter 129, indicating the County's compliance with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

As is demonstrated below, nearly all of the comments presented in the two additional letters (120 and 126) have already been addressed in the Final EIR responses to comments (see Chapter 3 of the Bohemia Retail Final EIR). In addition, the seven additional petitions included in this Erratum are duplicates of those already included in Chapter 3 of the Bohemia Retail Final EIR (see Letters 45 through 104), with the exception of a few individual comments provided in the "Additional Comments" section of the petitions. However, as demonstrated below, these "Additional Comments" are already addressed throughout the previously released Final EIR for Bohemia Retail.

The "list of commenters" table included in Chapter 1 of the Bohemia Retail Final EIR has been reproduced below for convenience with the necessary modifications made to account for Letters 120 through 129.

<b>INDIVIDUAL MEMBERS OF THE PUBLIC</b>		
#	Name	Date Received
1	Carol Arvay	3/4/10
2	Carol Arvay	2/25/10
3	Robert Bartley	2/18/10
4	Tom and Maren Baxman	3/4/10
5	Arnold Celick	2/18/10
6	Jan Coleman	3/4/10
7	Jan Colman	2/25/10
8	Victoria Connolly	3/2/10
<b>INDIVIDUAL MEMBERS OF THE PUBLIC</b>		
9	Cynthia Davis	1/1/10
10	Travis Eichorn	3/4/10
11	Kissane Ferguson	3/2/10
12	Loys and Janice Fielder	2/28/10
13	Ken and Nancie Goodnough	2/22/10
14	Gene Hartman	2/28/10
15	Terri and Brian Hesser	2/22/10
16	Terri and Brian Hesser	2/22/10
17	Allan and Joan Lovan	2/25/10

18	Allan and Joan Lovan	2/1/10
19	Dr. Paula MacDonald	3/3/10
20	Michael and Jacqueline McGinnis	2/8/10
21	Aida Meade	3/3/10
22	Aida Meade	2/26/10
23	Chris Dwelle Nobles	2/22/10
24	Sherri Patton	3/3/10
25	Amanda Payton	2/24/10
26	Robert J. and Suzanne Peterson	2/25/10
27	Pamela Retelsdorf	3/2/10
28	Bud Roberts	3/4/10
29	David A. Rose	2/26/10
30	Kathleen Rose	2/26/10
31	Catherine and James Sandy	2/22/10
32	James and Catherine Sandy	2/9/10
33	Gary L. Sinz	2/24/10
34	Gary L. Sinz	2/22/10
35	Dale Smith, Alfa Omega Associates	3/4/10
36	Sharon Stanners Smith	2/21/10
37	Gloria Stallman	2/25/10
38	Susie Tronti	3/3/10
39	Susie Tronti	2/10/10
40	Barry Walton	3/4/10
41	Barry and Crispen Walton	2/24/10
42	John Webb	3/2/10
43	Peggy Williams	3/1/10
44	Sheila Zisko	2/22/10

**PETITION SIGNATORIES**

#	Name	Date
45	Thomas and Maren Baxman	
46	Marlene Branaugh	3/1/10
47	Dan S. and Marjorie Brosier	
48	Gladys Brown-Kore	
49	Mark and Halley Bulger	
50	Cassie Collier	
51	Sean Collier	
52	Joseph and Jane Duncan	

**PETITION SIGNATORIES**

53	Ruth Dunmore	
54	Robert Durham	
55	Sandra Erickson	
56	Mike Fahey	
57	Kissane Ferguson	
58	Joseph Ferro	
59	Tom and Barbara Fox	
60	Elaine Fracchia	
61	Ken and Nancie Goodnough	
62	Gerard P. Groguen	
63	Bob and Sany Hale	

64	Gene Hartman	
65	Beverly Hayduk	
66	Donna and Clifford Hendricks	
67	Ann Kearny	
68	Donald Lacson	
69	Violet Lacson	
70	Don and Ellen Lewis	
71	Jeff and Vickie Linsley	
72	Lee Lively	
73	Leslie Lohse	
74	Nicole Lopez	
75	Eric Lopez	
76	Willis and Christine Ludlow	
77	Lisa Manauelis and Rafael Jimenez	
78	Joe Marman	2/23/10
79	Aida Meade	
80	W. Neil Morefield and Kathryn Morefield	
81	Jamie Nave	
82	Charles and Pamela Nickrenz	2/25/10
83	Carl and Janis Ortega	2/25/10
84	David and Kimber Peres	
85	Bob and Suzanne Peterson	2/25/10
86	Ken, Jan, Juanita, and Gene Preble	
87	M. Rettalack	
88	Elizabeth and Armando Sacalxot	
89	James and Catherine Sandy	
90	Gary L. Sinz	
91	Cliff Slocum	
92	Sharon and Brent Smith	
93	Ruth Snelson	
94	Greg and O. Tagge	
95	Adam and Elizabeth Talbott	
96	Sandi Thys	
97	Bee and Gordon Toomey	
98	Marlene Unthank	
<b>PETITION SIGNATORIES</b>		
99	Toivo and Hilma Valtatie	
100	Linda vanVierzen	
101	Barry and Crispen Walton	
102	Matilda Wenger	
103	Stephen and Linda Whipple	
104	Sheila Zisko and Paul Anderson	
<b>ORGANIZATIONS</b>		
<b>#</b>	<b>Name</b>	<b>Date</b>
105	Lee Lively, Fiddler Green Homeowners Association	3/4/10
106	Richard D. McClellan, Mountain Shadow Homeowners Association	2/12/10
107	Jess Torres, National Association of Retired Federal Employees	3/2/10

<b>STATE AND LOCAL AGENCIES</b>			
<b>#</b>	<b>Name</b>	<b>Agency</b>	<b>Date</b>
108	Carol Ackerson	PG&E – Land and Environmental Management	3/4/10
109	Aaron Cabaccang	CA Department of Transportation	3/4/10
110	Ken Gregory	North Auburn Municipal Advisory Council	2/17/10
111	Rick Helman	CA Department of Transportation	3/4/10
112	Angel Rinker	Placer County Air Pollution Control District	3/4/10
113	Katy Sanchez	Native American Heritage Commission	1/28/10
114	Kim Schwab	California Regional Water Quality Control Board	2/24/10
115	Stan Tidman	Placer County Transportation Planning Agency	2/12/10
<b>LETTERS RECEIVED AFTER CLOSE OF COMMENT PERIOD</b>			
<b>#</b>	<b>Name</b>		<b>Date</b>
116	B. Driscoll		3/15/10
117	Bob and Jamey Francis		3/5/10
118	Lee Lively, Fiddler Green Homeowners Association		3/17/10
<b>PER COMMENT PERIOD</b>			
#119	Bohemia Retail DEIR Comment Hearing		2/25/2010
<b>ADDITIONAL LETTERS RECEIVED</b>			
#120	Lari L. Knedel & Terre Davis		3/3/2010
#121	Lari L. Knedel (petition)		
#122	Terre Davis (petition)		
#123	Kenny King (petition)		
#124	Gerald D. King (petition)		
#125	Christina King (petition)		
#126	David Keyes		2/25/2010
#127	Jeff and Kristina Kenoyer (petition)		
#128	Laurel Westsmith (petition)		
#129	State Clearinghouse		3/9/2010

March 1, 2010

Maywan Krach  
Environmental Coordination Services  
Placer County  
Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, CA 95603

**RE: Bohemia Retail Project (PEIR T20080235 / State Clearinghouse #2001042086)**

Placer County Planning Commission Members:

We have several questions concerning the following statements in the Executive Summary of the Draft EIR (hereinafter referred to as "EIR").

Under *Land Use*, the EIR states:

1. *The Auburn/Bowman Community Plan – (hereinafter referred to as "ABCP") - includes various policies that are intended to reduce a project's land use impacts, both to the project site itself and to surrounding uses.*
2. *The project would comply with the ABCP policies related to physical aspects of land use considerations, and impacts were found to be less-than-significant.*

The impacts we have examined in the EIR are "very significant and unavoidable," not only to residents in the surrounding neighborhoods, but to many of the small businesses in Auburn.

The following EXAMPLES illustrate how the Bohemia Retail Project does not comport with the goals and policies found in the ABCP:

#### EXAMPLE 1

Under Section III - COMMUNITY DEVELOPMENT ELEMENT, the ABCP states:

Section B – Land Use / General Development (s.)

*Encourage land uses that accommodate commercial services, ... 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.*

Chapter 3, Item 3.4 – Project Objectives, the EIR states:

*Design and construct a retail building that will provide a buffer between the residential neighborhoods to the north and east and more intensive commercial/industrial uses to the south and west, with the end goal of a retail project that is not only compatible on all fronts with its adjoining uses, but contributes to an overall sense of community in the area [emphasis added]. (Page 3-4)*

Under SUMMARY OF IMPACTS AND MITIGATION MEASURES, the EIR states:

1. *No Mitigation Measures are required because the Proposed Project would include services that would compete with existing businesses, including general retailers and groceries, in Placer County to the extent that those businesses would close and the resultant vacancies would contribute to physical deterioration and urban decay. (Page 2-58)*
2. *No Mitigation Measures are necessary for cumulative socio-economic impacts of the proposed project. (Page 2-72)*

120-1

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Cont'd.

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120-1  
Cont'd.

**Questions**

1. Statements 1 and 2 in the EIR contradict one another; so how do these statements comply with the ABCP?
2. The map included in the EIR shows the location of the retail building in the northeast portion of the project site property, with the north side of the retail building directly behind the residents' homes along the south side of Dyer Court, and east side of the retail building 45-feet from the west side of Canal Street, intruding directly into the Fiddler Green subdivision and the Country Club Estates private park. Parking lots are located in the south and west area of the site. How does the description of the retail building's location in the EIR comply with its own project objective?

120-2

**EXAMPLE 2**

Under Section II - A. GENERAL COMMUNITY GOALS, the ABCP goal states:

*The Plan must recognize that clean air and water are essential resources for maintaining a high quality of living, and ensure that these resources are maintained at acceptable levels [emphasis added].*

Under Section IV- B, item #6-Air Quality, the ABCP states:

*Protect and improve air quality in the Auburn area.*

Under SUMMARY OF IMPACTS AND MITIGATION MEASURES, the EIR states:

1. *Cumulative impacts concerning the production of greenhouse gases were determined to be significant and unavoidable even with implementation of the required mitigation. (Page 2-6)*
2. *Because implementation of feasible mitigation would not reduce the project's short term Nitrogen Oxide emissions below the Placer County Air Pollution Control District's significance threshold, the project would result in a significant and unavoidable impact. (Page 2-6)*
3. *No mitigation measures are required to the impacts related to Carbon Monoxide emissions and impacts related to Long-Term increases of criteria air pollutants. (Page 2-32)*

120-3

The EIR defines "criteria air pollutants" as: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and respirable particular matter.

Chapter 9 – Air Quality, Table 9-1 of the EIR entitled "Effects of Major Criteria Pollutants" lists the following effects of **criteria air pollutants [emphasis added]**:

*Health effects of Ozone:*

- *Breathing difficulties*
- *Lung tissue damage*
- *Damage to rubber and some plastics*
- *Eye and skin irritation*

*Health effects of Carbon Monoxide:*

- *Chest pain in heart patients*
- *Headaches and nausea*
- *Reduced mental alertness*
- *High concentration can result in death*

*Health effects of Nitrogen Dioxide:*

- *Lung irritation and damage*
- *Reacts in the atmosphere to form ozone and rain and acid rain*

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Cont'd.

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120-3  
Cont'd.

*Health effects of Sulfur Dioxide:*

- *Increased lung disease and breathing problems for asthmatics*
- *Reacts in the atmosphere to form acid rain*

*Health effects of Particulate Matter:*

- *Increased respiratory disease*
- *Lung damage*
- *Premature death*
- *Reduced visibility*

Under Chapter 9 – AIR QUALITY, 9.2 ENVIRONMENTAL SETTING, “Sensitive Receptors,” the EIR states:  
Residents located to the north and east areas of the proposed project location are elderly, which the EIR states  
“are more sensitive to air pollution because they tend to be at home for extended periods of time resulting in  
sustained exposure to any pollutants present.”

**Questions**

1. How does the proposed Bohemia Retail Project comply with these ABCP goals?
2. How will the Proposed Project mitigate this added risk to the nearby elderly residents? – As no mitigating measures are found in the EIR.

**EXAMPLE 3**

Under Section I – B. Description of the Study Area, the ABCP states:

*Auburn’s attractiveness for residents and visitors is in large part attributable to its vitality and beauty of its natural setting and environment. The open spaces surrounding Auburn serve as a crucial urban function as well. They separate the highly developed areas from the working landscape and from other urban areas.*

120-4

Under Chapter 3 – Project Description – Page 3-4, the EIR states:

*Design and construct a retail building that will provide a buffer between the residential neighborhoods to the north and east and more intensive commercial/industrial uses to the south and west, with the end goal of a retail project that is not only compatible on all fronts with its adjoining uses, but contributes to an overall sense of community in the area [emphasis added].*

*No mitigation measures are required for the impact on compatibility with existing adjacent land uses. (Page 2-13)*

**Question**

How is a 155,000 square foot commercial building being squeezed into a residential area with access off Canal Street - a two-lane residential street that is the only main entrance to several housing developments - being compatible with the “adjacent land uses”?

**EXAMPLE 4**

Under Section III – F. Noise, the ABCP goals/policies state:

1. *To protect Community Plan Area residents from the harmful and annoying effects of exposure to excessive noise [emphasis added].*
2. *To preserve the rural noise environment [emphasis added] of the Community Plan area and surrounding areas.*
3. *Residential and other noise sensitive land uses and commercial/industrial land uses create inherently different noise environments owing to the differences in necessary activities [emphasis added]. When such*

120-5

*incompatible uses come closely into contact, residents may complain and otherwise make it difficult for commercial/industrial uses to conduct their business.*

Under SUMMARY OF IMPACTS AND MITIGATION MEASURES, the EIR states:

1. *No mitigation measures are required for traffic-related noise impacts as a result of project implementation. (Page 2-35)*
2. *No mitigation measures are required for impacts associated with new sources of light and glare. (Page 2-19)*
3. *No mitigation measures are required for the impact of cumulative increase in project vicinity noise levels. (Page 2-70)*

**Question**

How does the "Delivery Truck and Loading Dock Activity limited to 6:00AM until 12:00 AM," – 10-3(b) of the Executive Summary EIR - and "On-site operational activities that would potentially exceed County noise levels and therefore result in a potentially significant impact including truck circulation, loading dock activity, and parking lot sweeper activity" – **NOT have an impact** on the adjacent residents and existing sensitive receptors mentioned in the EIR to the north and east of the Projected Project site?

**EXAMPLE 5**

Under Section I - C. THE REGIONAL SETTING AND CONTEXT, the ABCP states:

*Air quality is a regional issue since regional traffic is responsible for much of the deterioration of the local air quality and because air pollution moves out of the more densely developed areas into Placer County and to the east.*

Chapter 2 of the EIR Executive Summary states:

1. *Cumulative impacts associated with regional air quality would be significant and, even with the implementation of mitigation measures, cumulative impacts would remain significant and unavoidable. (Page 2-6)*
2. *Approximately 15 % of traffic associated with the proposed project would utilize the Canal Street access – 1615 cars per day – while the remaining 85% would use the project's Primary Access – SR 49 and Hulbert Way. Therefore under the No Canal Street Access Alternative, the Primary Access location could expect a 15% increase in trips ... Because the No Canal Street Alternative Access is proposed to increase traffic congestion at the Primary Access, and CO2 emissions are directly related to traffic congestion, ... this Alternative would have a greater impact - in regard to air quality - than the Proposed project. (Pages 17-9, 17-10)*
3. *Because the No Canal Street Access Alternative is projected to increase traffic congestion at the Primary Access, and Carbon Monoxide emissions are directly related to traffic congestion, the No Canal Street Access Alternative would have a greater impact as compared to the proposed Project. (Page 17-10)*

**Question**

How is the EIR compliant with this ABCP goal?

**EXAMPLE 6**

Under Section V – D. Level of Service, the ABCP states:

*The level of service (LOS) minimum standard for roadways and intersections throughout the Plan area shall generally be LOS "C".*

Chapter 8, page 8-7, the EIR defines Level Of Service (LOS) as:

*Roadway operating conditions which is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, safety driving comfort and convenience,*

120-5  
Cont'd.

120-6

120-7

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delay, and operating costs. An "LOS" is designated a single letter reference, between "A" through "F," which represents the best to worst service range traffic operations that could occur.

According to Table 8-1 of the EIR, page 8-12, the LOS Criteria defines "A" through "F" as:

Level of Service (LOS)	Description
A	Very low control delay. Most vehicles do not stop at all. Most vehicles arrive during the green light.
B	Generally occurs with good progression. More vehicles stop than with LOS "A" causing higher levels of average delay.
C	Delays from fair progression, longer cycle lengths or both. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	Congestion becomes more noticeable. Longer delays result from unfavorable congestion. Many vehicles stop, and the proportion of vehicles not stopping declines.
E	High delays and generally poor progression.
F	This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection.

120-7  
Cont'd.

The ABCP #V: Traffic Circulation Element - Table 17 shows the exception to the LOS "C" standard for the SR 49 / Luther Road intersection to be an "E."

Table 8-15, page 8-43, in the EIR states:

For the *Discount Club* - projected to be a Costco or Sam's Club,

- The LOS projected conditions for the SR 49/Luther Road intersection will be a "D" during peak PM hours.
- The LOS projected conditions for the Luther Road / Canal Street intersection will be an "E" during peak PM hours.

Table 8-7, page 8-25, in the EIR states:

The Total "Unadjusted" Proposed Project External Trips to be 9,076.  
'Unadjusted External Trips includes Pass-by Trips'

Table 8-16, page 8-45, in the EIR states:

For the *Discount Superstore* - projected to be a Walmart,

- The LOS projected conditions for the SR 49 / Luther Road intersection will be a "D" during peak PM hours.
- The LOS projected conditions for the Luther Road / Canal Street intersection will be an "E" during PM peak hours.

Table 8-8, page 8-27, in the EIR states:

The Total "Unadjusted" Proposed Project External Trips to be 10,773.  
'Unadjusted External Trips includes Pass-by Trips'

120-7  
Cont'd.

Page 8-52 which addresses the Christmas Season Conditions states:

The Short Term Plus Project with Christmas Season Conditions would cause the Luther Road / Canal Street intersection to operate at an unacceptable LOS. Also Implementation of the proposed project would result in the lack of available storage length at several intersections. In addition, project construction activities could have a significant impact on circulation in the vicinity of the project.

Table 8-17 and 8-18, pages 8-46 & 8-4,7 in the EIR states:

Roadway conditions for both the Discount Club store and the Discount Superstore to be level "C" for Northbound traffic at SR 49 / Hulbert Way intersection, and level "D" for Southbound traffic at SR 49 / Hulbert Way intersection – during PM peak hours.

**Question**

With all the projected new daily vehicle trips and the "LOS" projections for the affected main intersections associated with this proposed project, how does the proposed project comply with the ABCP?

**EXAMPLE 7**

Under III - COMMUNITY DEVELOPMENT, D. # 5, Public Protection, the ABCP states:

*Provide public projection services which are appropriate for the urban and rural development proposed by the Community Plan, increasing the level of services as development occurs. In addition, traffic enforcement and accident investigations are provided by the California Highway Patrol.*

120-8

Under SUMMARY OF IMPACTS AND MITIGATION MEASURES, the EIR states:

Many Mitigation Measures exist for impacts to surrounding intersections, including signalizing the Luther Road / Canal Street Intersection – which is the Secondary Access for the Proposed Project site.

**Question**

Due to "The LOS projected conditions for the Luther Road / Canal Street intersection will be an "E" during peak PM hours – which is only 0.1 miles from the only ingress and egress to a multi-resident senior trailer-park, how will those senior residents safely pull out on east bound or west bound Luther Road when the intersection 0.1 mile away – Intersection #18 - will be projected to be at an "Unacceptable Level of Service?"

**EXAMPLE 8**

Under II – GENERAL COMMUNITY GOALS AND PLANNING PRINCIPLES, Section B – 3, the ABCP states:

A mixed use concept should be sought for new development on the larger developable parcels of land and within designated areas where redevelopment may occur. A balance of compatible commercial, industrial, residential civic uses, enjoyable public places, and parks will enhance the community's sense of identity and interaction, as well as address traffic congestion, air quality, [emphasis added] and affordable housing issues.

120-9

Reference is made in the Executive Summary of the EIR to a "Mixed Use Alternative" – which would include a 35% reduction in square footage and would include two separate retail buildings – one 64,300 sq. ft. building and one 35,700 sq. ft. building, and states:

*The Mixed Use Alternative would have fewer impacts to visual resources, public services and utilities, and hazardous materials and hazards as compared to the proposed project.*

In Chapter 17, - "Alternatives" under "Transportation and Circulation," the EIR states:

1. Impacts related to transportation and circulation would be less with The Mixed Use Alternative as compared to the proposed project.
2. Under the Mixed Use Alternative, vehicle trips would not be reduced as compared to the proposed project and congestion would generally be the same at the two access locations.

In Chapter 17, - "Alternatives," pages 17-3, 17-10, and 17-16 under "Air Quality," the EIR states:

1. *Implementation of the proposed project would result in significant impacts in regard to air quality. Construction activities associated with the proposed project would generate PM10 emissions at a level that would exceed Placer County Air Pollution Control District (PCAPCD) significance threshold of 82 pounds per day. In addition, the project would be located in an area of Placer County that potentially [emphasis added] contains naturally occurring asbestos (NOA) and construction of the project could result in the release of NOA into the air.*
2. *Both the proposed project and the No Canal Street Access Alternative could result in the release of NOA into the air. If on-site rocks contain asbestos, grading and construction activities could release asbestos fibers into the environment.*
3. *Because air quality impacts are directly related to construction activities and land disturbance area, the Mixed Use Alternative would be expected to have a similar impact during construction operations as compared to the proposed project.*

120-9  
Cont'd.

**Questions**

1. How do the Proposed Project, the No Canal Street Access Alternative, and the Mixed Use Alternative comply with the ABCP policy?
2. Why are the Transportation and Circulation statements contradictory?
3. In reference to the November 4, 2008 Department of Conservation California Geological Survey, the "NOA Hazard Map of the North Auburn Vicinity" indicates details of the likelihood of the presence of NOA in North Auburn and surrounding vicinities. This reference directly contradicts the EIR statement that this area of Placer County could "potentially" contain NOA. The scale for the presence of NOA is as follows:
  - Areas **MOST** likely to contain NOA
  - Areas **MODERATELY** likely to contain NOA
  - Areas **LEAST** likely to contain areas of NOA
  - Areas of **Faulting or Shearing**: which adds to the likelihood of NOA

According to this map and scale, the proposed project is located in the area "MOST" likely to contain NOA and contains Areas of "Faulting and Shearing."

4. This "NOA Hazard Map of the North Auburn Vicinity" was easily accessible online. Why then the contradiction in the EIR statement?

**EXAMPLE 9**

Under II - GENERAL COMMUNITY GOALS AND PLANNING PRINCIPLES, the ABCP states:

*The protection of the environment within the Plan area is necessary in order to maintain the most important attributes that attract people here in the first place and keep long-term residents from moving away.*

Under SUMMARY OF IMPACTS AND MITIGATION MEASURES, the EIR states:

1. *No Mitigation Measures are required for the impact of this Proposed Project that would include services that would compete with existing businesses, including general retailers and groceries, in Placer County to the extent that those businesses would close and the resultant vacancies would contribute to physical deterioration and urban decay,*
2. *No Mitigation Measures are necessary for cumulative socio-economic impacts of the proposed project.*

120-10

120-10  
Cont'd.

**Question**

How will this project protect and maintain the most attractive attributes that attracted people here in the first place? – One being the sense of a small-town community, where local, smaller businesses are kept intact.

**EXAMPLE 10**

Under III - COMMUNITY DEVELOPMENT ELEMENT #C – Community Design, the ABCP states:

*Maintain the present character of established residential areas. Discourage the appearance of creating walled-off communities such as is done with the use of sound walls along roadways that do not contribute to the sense of the community desired for the area.*

120-11

Under SUMMARY OF IMPACTS AND MITIGATION MEASURES, the EIR states:

*A noise barrier 6-8 feet in height would be required to reduce future Delivery Movements and Loading Dock Activity noise levels. Barriers could take the form of earth berms, solid walls, or a combination of the two.*

**Question**

How do these mitigations maintain the character of residential areas and comply with the ABCP?

**EXAMPLE 11**

Under III - COMMUNITY DEVELOPMENT ELEMENT, #C-(b.)- Commercial, the ABCP states:

*Night lighting, visible from the exterior of a building and the projects boundaries should be limited to that necessary for security, safety, and identification. Night lighting should also be screened from adjacent, residential areas and not be directed in an upward manner.*

120-12

Under III - COMMUNITY DEVELOPMENT ELEMENT #B-(i.)-General Development, the ABCP states:

*Intensity and 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.*

Under SUMMARY OF IMPACTS AND MITIGATION MEASURES, the EIR states:

*The Mitigation Measure for the impacts of on-site noise sources of Loading and Delivery Activities would be to limit these activities between '6AM and 12AM.'*

**Question**

How is this mitigation compliant with this ABCP?

**EXAMPLE 12**

Under V - TRAFFIC CIRCULATION ELEMENT, the ABCP states:

*Loss of 'Peace and Quiet' are often complaints from rural residents as areas build out, particularly when vehicular traffic increases near homes.*

120-13

Under SUMMARY OF IMPACTS AND MITIGATION MEASURES, the EIR states:

1. *No mitigation measures are required for traffic related noise impacts as a result of the project implementation.*
2. *No mitigation measures are required due to cumulative increases in project vicinity noise levels.*

**Question**

How is the projected 10,773 new daily car trips to the project and the estimated 1615 new daily car trips on Canal Street alone, NOT contributing to excess vehicle noise?

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Cont'd.

**EXAMPLE 13**

Under V - TRAFFIC CIRCULATION ELEMENT, the ABCP states:

*'Through' traffic which must pass through this Plan area shall be accommodated in a manner which will not encourage the use of neighborhood roadways. This 'through traffic' shall be directed to appropriate routes in order to maintain public safety & local quality of life.*

120-14

Under SUMMARY OF IMPACTS AND MITIGATION MEASURES, the EIR states:

1. *No mitigation measures are required for impacts related to vehicular safety from design features or incompatible uses.*
2. *No mitigation measures are required for impacts related to emergency vehicle access.*

**Questions**

1. How will the developer prevent the use of neighborhood roads being used to reach the retail site?
2. With the estimated 1615 new cars per day on Canal Street – with little or no “roadway shoulder” – how will the project comply with access for emergency vehicles, since Canal Street is the main access to several neighborhoods?

**EXAMPLE 14**

Under V - TRAFFIC CIRCULATION ELEMENT, the ABCP states:

*Provide safe and efficient Transportation systems for residents of the Plan area and others who use the systems.*

120-15

Under SUMMARY OF IMPACTS AND MITIGATION MEASURES, the EIR states:

*The consideration of traffic impacts on roadway capacity concluded that impacts would be 'less-than-significant.'*

**Question**

How is the projected 10,773 new daily car trips to the project and the estimated 1615 new daily car trips on Canal Street considered “less-than-significant?”

**EXAMPLE 15**

Under III - COMMUNITY DEVELOPMENT ELEMENT, B - LAND USE, the ABCP states:

*Preserve and maintain the rural character and quality of the outlying areas. Factors that contribute to this rural character include the predominance of native vegetation.*

120-16

Under SUMMARY OF IMPACTS AND MITIGATION MEASURES, the EIR states:

*The mitigation measures for the 'Impacts to Protected Trees' would be to Submit to the Placer County Tree Preservation Fund, payment in the amount of \$65,180 for impacts to woodland oaks.*

**Question**

How will “clear-cutting” existing native oak trees on the Bohemia Property preserve this rural character?

The Developer claims these oak trees are “sick and need to be removed.”

I would advocate these mature native oak trees not be removed before they are examined by a licensed certified arborist before determining their worth or demise. The three sources Mr. Conkey mentions as specialists are not licensed, certified arborists.

Bruce D. Barnett is an Environmental Consulting & Regulatory Compliance Service;

Gibson & Skordal is a Wetland Consulting Firm; and

Yamasaki Landscape Architecture Planning & Construction is a Landscape Construction Business

**IN CLOSING:**

After reviewing the EIR and ABCP, in our opinion this project has many inconsistencies regarding its compliance with the ABCP goals and policies and some of its own goals.

**THIS PROJECT SHOULD NOT:**

Contribute to deterioration of air quality;

**THIS PROJECT SHOULD NOT:**

Contribute to physical deterioration and urban decay of the area;

**THIS PROJECT SHOULD NOT:**

Contribute to increased disturbing conditions to adjacent properties;

**THIS PROJECT SHOULD NOT:**

Increase traffic patterns to the extent that they will invade surrounding residential areas;

**THIS PROJECT SHOULD NOT:**

Contribute more traffic congestion to an already congested section of the Hwy49 corridor;

**THIS PROJECT SHOULD NOT:**

Eliminate existing, mature native oak trees not examined by a licensed certified arborist before determining their worth or demise.

Our first option is to support the "Mixed Use Alternative, with NO CANAL Street Access.

If we, - as a community - fail to convince the Decision Makers that this project is "just not the right fit" for the area, then we would urge the Decision Makers to approve the "NO CANAL Street Access Alternative."

We can understand the Developer's desire to develop this property so he can "just move on."

We would hope that he understands how the surrounding property owners' will suffer the long-term Impacts of this project, and will not be able to just "move-on" due to the financial hardship of relocating.

Thank you for considering our comments and concerns.

Lari L. Knedel, BSN, RN  
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Cc: North Auburn MAC Members  
Placer County Board of Supervisors  
Old Town Auburn Business Assoc.  
Think Auburn First Board Members

120-17

120-18

**Letter 120: Knedel Lari L., Resident**

**Response to Comment 120-1**

The commenter's #1 listed under "Summary of Impacts and Mitigation Measures" reiterates verbatim Impact Statement 16-1 of the *Socio-Economic* Chapter of the Draft EIR, which is presented in full on pages 16-15 to 16-31 of the Draft EIR. The commenter failed to notice that within the adjacent column in the same row of Table 2-1 on page 2-58, it is clearly stated that the project would have a less-than-significant (LS) impact concerning urban decay. This fact is demonstrated in the detailed discussion included under Impact 16-1, on pages 16-15 to 16-31 of the Draft EIR. As is clear, the commenter's concerns are already adequately addressed in the Draft EIR and subsequently summarized in the Final EIR -- see Response to Comment 34-4 of the Final EIR for further discussion. Therefore, no contradiction exists within the Draft EIR concerning the urban decay discussions.

**Response to Comment 120-2**

The commenter's concerns are already adequately addressed in the Draft EIR and subsequently summarized in the Final EIR. Response to Comment 34-1 of the Final EIR states that, as noted in the discussion for Impact 4-1 of the Draft EIR, starting on page 4-14 of Chapter 4, *Land Use*, of the Draft EIR, 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. The ABCP currently designates the project site as Commercial and Industrial. 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). 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). As further stated on page 4-15 of the Draft EIR,

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.

As also stated in Response to Comment 12-1 of the Final EIR, it should be noted that some industrial uses are currently located immediately adjacent to the western border of the project site, west of Wise Canal. As such, the proposed project in compliance with Goal 2, Policy 8, listed by the commenter, would provide a buffer, albeit a developed one, of commercial uses between the existing industrial and residential uses.

As also stated in Response to Comment 35-2 of the Final EIR, the Draft EIR included the following measures: 1) Mitigation Measure 10-3(a), requiring a noise barrier along Canal Street six to eight feet in height to reduce future delivery movements and loading dock activity noise levels at the nearest sensitive receptors below the Placer County standards; and 2) Mitigation Measure 10-3(b), requiring that loading and delivery activities be limited to the following hours: 6:00 AM to 12:00 AM. These requirements shall be clearly indicated in all contracts between the property owner and truck delivery vendors.

Furthermore, as discussed in the Staff Report to the Planning Commission, Staff is recommending approval of the No Canal Street Access Alternative, which precludes secondary vehicle access to Canal Street.

### **Response to Comment 120-3**

The section of Chapter 9, *Air Quality*, of the Draft EIR concerning sensitive receptors that the commenter appears to be referencing is located on page 9-8, which states the following:

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Residential areas are considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Although exposure periods are generally short, exercising places a high demand on respiratory functions, which can be impaired by air pollution. The project site is located in an area characterized by existing residential land uses, and residences surround the project site on the north and east sides. In addition, a private park is located to the east of the project site. Development activities associated with implementation could expose existing residents to increased air pollutant levels.

A point of clarification is that the Draft EIR does not state that “elderly” people are located north and east of the project site. Notwithstanding this, the Draft EIR does consider residential areas as being sensitive receptor locations because, as noted above, residents tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present.

The commenter’s air quality concerns are already adequately addressed in the Draft EIR (Chapter 9) and subsequently summarized in the Final EIR. Response to Comment 1-14 of the Final EIR states that, per Table -9-10 on page 9-20 of the Draft EIR, the estimated new regional emissions for both the Discount Club Store and Discount Superstore are all below the Placer County Air Pollution Control District’s (PCAPCD’s) threshold of significance and are therefore less-than-significant.

The California Air Resources Board (CARB) *Air Quality and Land Use Handbook*<sup>1</sup> contains recommendations regarding the siting of new sensitive land uses near diesel

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<sup>1</sup> California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Prospective*, April 2005.

particulate emitting sources such as distribution centers. According to the CARB Handbook, distribution centers of a size requiring avoidance are those that accommodate more than 100 trucks per day. As stated on page 3-8 of the Draft EIR, the proposed project would result in a maximum of approximately 12 deliveries per day (six tractor-trailer trucks and six smaller vendor trucks), which is well below the identified amount that would require additional analysis. In addition, proposed loading docks are located approximately 140 feet from the park and approximately 240 feet from the nearest residence. This setback distance would consist of Canal Street, the proposed landscaping along the west side of Canal Street, the project sound wall, and the landscaped berm adjacent to the proposed loading dock area. Prevailing winds are from the south and southwest, which would effectively extend the setback distance because the closest downwind portion of the park is approximately 230 feet and approximately 300 feet to the nearest residence. Furthermore, Section 2485 of Title 13, California Code of Regulations, limits idling-time for large trucks to five minutes. Therefore, given the relatively small amount of truck trips, provided buffers, and idle-time restrictive laws, the impact from the loading dock area was determined to not be a potentially significant impact warranting further analysis. It should be noted that a Health Risk Screening Analysis was performed for the potential impacts of the proposed gas station, which concluded that the impact would be less-than-significant with implementation of mitigation.

Notwithstanding the above, while most air quality impacts resulting from the project would either be less-than-significant or less-than-significant with implementation of the required mitigation measures, three impacts are identified as significant and unavoidable on page 18-68. It should be noted that in order for the decision-makers to approve the proposed project, per CEQA Guidelines Section 15091, the decision-makers will need to make one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

- (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

In addition, per CEQA Guidelines Section 15093, CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits,

including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”

When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

Lastly, it should be noted that the commenter is incorrect in stating that no mitigating measures are found in the EIR. The Draft EIR includes several mitigation measures aimed at reducing the project’s air quality emissions to the extent feasible. See Mitigation Measures 9-1(a) through (h); 9-2(a) through (g); 9-5, as well as the mitigation measures for cumulative impacts, found in Chapter 18 of the Draft EIR.

#### **Response to Comment 120-4**

The commenter references page 2-13 of the Draft EIR, which includes a few rows of Table 2-1, Summary of Impacts and Mitigation Measures. Specifically, the commenter is referring to Impact 4-1 regarding compatibility with surrounding land uses, as notes that the DEIR does not include mitigation measures for this impact. While specific mitigation measures are not listed for Impact 4-1, the discussion under Impact 4-1 refers to certain mitigation measures included throughout the Draft EIR to ensure incompatibilities do not exist between the proposed project and surrounding uses. For example, page 4-15 of the Draft EIR notes that:

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.

Compatibility between one land use and another is really a function of any potential physical impacts resulting from such juxtaposition. These physical impacts could include noise, air quality, traffic, light, etc. Where necessary, mitigation measures for these issues are included throughout the body of the Draft EIR and summarized in Table 2-1 of the *Executive Summary* Chapter.

Furthermore, as discussed in the Staff Report to the Planning Commission, Staff is recommending approval of the No Canal Street Access Alternative, which precludes secondary vehicle access to Canal Street.

### **Response to Comment 120-5**

The commenter's noise concerns are already adequately addressed in the Draft EIR (Chapter 10) and subsequently summarized in the Final EIR. Response to Comment 18-2 of the Final EIR states that, Chapter 10, *Noise*, of the Draft EIR, page 10-21 states that the results of the environmental noise assessment (included as Appendix M of the Draft EIR) for the closest sensitive receptors to the east (approximately 175 feet from center of proposed loading docks area) is estimated to be 53 dB  $L_{eq}$  and 69 dB  $L_{max}$ , for worst-case daytime hours, and 50 dB  $L_{eq}$  and 68 dB  $L_{max}$  for worst-case nighttime hours. The predicted loading dock noise exposure levels for both daytime and nighttime activities would exceed the County standards presented in Table 10-4 of the Draft EIR. Therefore, the Draft EIR included Mitigation Measure 10-3(a), requiring a noise barrier along Canal Street six to eight feet in height to reduce future delivery movements and loading dock activity noise levels at the nearest sensitive receptors to below the Placer County standards. Therefore, noise impacts from the proposed project would be reduced to a less-than-significant level with the implementation of the required mitigation measures.

### **Response to Comment 120-6**

See Response to Comment 120-3 above. Furthermore, as discussed in the Staff Report to the Planning Commission, Staff is recommending approval of the No Canal Street Access Alternative, which precludes secondary vehicle access to Canal Street.

### **Response to Comment 120-7**

The LOS standards identified in the ABCP determine which levels of service are considered acceptable and unacceptable. The LOS standards do not state that a project cannot have significant traffic impacts; rather they are intended to provide practitioners and decision-makers with a rule as to how to determine significant traffic impacts. For impacts determined to be significant per the LOS thresholds set forth in the ABCP, mitigation measures must be set forth to reduce impacts to the extent feasible. Should feasible mitigation measures not exist, an impact would remain significant and unavoidable.

As summarized in Response to Comment 35-15 of the Final EIR, Chapter 8, *Transportation and Circulation*, and Chapter 18, *Cumulative Impacts and Other CEQA Sections*, of the Draft EIR, demonstrate that the majority of traffic impacts resulting from the proposed project's contribution of traffic to the surrounding roadway network would be less-than-significant with implementation of the mitigation measures required in the Draft EIR. However, as noted in Chapter 18, certain traffic impacts would remain significant and unavoidable, as follows:

### Project-Level Traffic Impacts

- The proposed project would result in a significant and unavoidable impact related to lane queuing under the Short Term Plus Project Conditions scenario for northbound left turns at the intersection of SR 49/Dry Creek Road, as identified in Impact Statement 8-6.

### Cumulative Traffic Impacts

- The proposed project would result in a significant and unavoidable impact related to the SR 49/Bell Road intersection under the Cumulative Plus Project Conditions scenario, as identified in Impact Statement 18-5.
- The proposed project would result in a significant and unavoidable impact related to arterial segments under the Cumulative Plus Project Conditions scenario identified in Impact Statement 18-6.
- The proposed project would result in a significant and unavoidable impact related to lane queuing under the Cumulative Plus Project Conditions scenario identified in Impact Statement 18-8.

The reasons for which these impacts would remain significant and unavoidable are set forth in the respective sections of the Draft EIR. Generally, the reasons are centered on the fact that the roadway improvements needed to mitigate the project's impact would result in impacts to existing properties/businesses. In order for the decision-makers to approve the proposed project, per CEQA Guidelines Section 15091, the decision-makers will need to make one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

- (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

In addition, per CEQA Guidelines Section 15093, CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed

project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”

When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

It is important to note that significant traffic impacts identified in the Draft EIR are not necessarily indicative of conditions that would be considered a safety hazard. In fact, according to County records, during the timeframe of January 2004 to December 2009, there were five reported accidents at or near Luther Road/Canal Street intersection. One of the five was at the intersection of Canal Street and Luther Road. The other four occurred east of the intersection and were unrelated to the existing intersection operation. During the same timeframe there were zero reported traffic collisions along the Luther Road segment between the Luther Road/SR 49 intersection and the Luther Road/Canal Street intersection. It was determined during the Draft EIR analysis that this data did not support the need for a potentially significant finding related to vehicular safety.

#### **Response to Comment 120-8**

The commenter’s concerns are already adequately addressed in the Draft EIR and subsequently summarized in the Final EIR. Response to Comment 1-3 of the Final EIR states that, the Luther Road/Canal Street intersection would operate acceptably under the Existing Plus Project scenario, and while the addition of project traffic in the Short Term scenario would degrade the Luther Road/Canal Street intersection from acceptable LOS C in the PM to unacceptable LOS E, the proposed project is required to mitigate impacts associated with Short Term and Cumulative Conditions at this intersection through payment of applicable Capital Improvement Program (CIP) fees, which will ultimately fund the construction of this signal when appropriate. Furthermore, the signalization of the Luther Road/Canal Street intersection will include design of appropriate “signal ahead” signs consistent with standards recommended within the Placer County and Manual of Uniform Traffic Control Design (MUTCD). The MUTCD is a document issued by the Federal Highway Administration (FHWA) of the United States Department of Transportation (USDOT) to specify the standards by which traffic signs, road markings (see lane), and signals are designed, installed, and used. With the future signalization improvements, the intersection of Luther Road/Canal Street is projected to operate at LOS A (Highway Capacity Manual defines LOS A as turning movements are easily made, and nearly all drivers find freedom of operation). As such, the intersection of Luther Road/Canal Street will not be congested. It is also important to note that the signalization of the Luther Road/Canal Street intersection will entail interconnection with

the existing SR 49/Luther Road signal to prevent back ups from Luther Road interfering with southbound left-turn traffic from SR 49.

In addition, accident history along Canal Street was analyzed with the project EIR preparation. During the timeframe of January 2004 to December 2009, there were four reported accidents along the Canal Street segment north of Luther Road. One of the three was at the intersection of Canal Street and Luther Road. The other three occurred north of the intersection with Luther Road. It was determined during the EIR preparation that this data did not support the need for a potentially significant finding related to vehicular and/or pedestrian safety.

### **Response to Comment 120-9**

Alternatives are required by CEQA to avoid one or more significant environmental impacts resulting from the proposed project, while still meeting most of the basic objectives of the proposed project. Alternatives are not necessarily required to be consistent with every goal and policy in applicable land use planning documents if this would result in violation of CEQA requirements for alternatives. Furthermore, as noted by the commenter, the Draft EIR already includes an evaluation of a Mixed Use Alternative.

As discussed in Response to Comment 24-11 of the Final EIR, the Draft EIR does not state that NOA occurs in on-site rock. In fact, page 9-14 of the Draft EIR states that:

The geotechnical report prepared for the project site in 2004 indicates that, with the exception of a trace amount of chrysotile in one sample (less than one percent), NOA was not present on-site, and mineralogic analysis did not reveal the presence of NOA (See Appendix N).

However, it is out of an abundance of caution that the Draft EIR concludes, “[...] although unlikely, the potential still exists for airborne NOA to result in adverse impacts to sensitive receptors during construction activities.” Rule 228, Fugitive Dust, enforced by the PCAPCD, contains measures to protect against exposure to airborne NOA. Compliance with this rule is required in Draft EIR Mitigation Measure 9-1(a)(i).

### **Response to Comment 120-10**

See Response to Comment 120-1 above.

### **Response to Comment 120-11**

As noted on page 7-10 of Chapter 7, *Visual Resources*, of the Draft EIR, and Response to Comment 38-11 of the Final EIR, photo simulations of the site were prepared by a professional consultant. The simulations include existing and proposed future (5-Year and 10-Year) views with the project from four different locations (See Figures 7-7 through 7-14 of Chapter 7). The photo simulations depict existing and proposed future

views with the project looking northeast, north, west, and southeast toward the project site. The landscaping illustrated in the proposed future views is based upon the details shown on the conceptual landscape plan for the project (See Figure 7-15 of Chapter 7).

As depicted in Figures 7-13 and 7-14 of Chapter 7, from Canal Street at Erin Drive, residents and travelers along Canal Street currently have a mostly unobstructed view of the project site, with the exception of a few existing trees along the border of the project site. In addition, as evident in Figure 7-13, a few prominent oak trees on-site are visible to residents and travelers along Canal Street. The figures also depict the views from Canal Street at Erin Drive with implementation of the proposed project, and generally illustrate the change in character of the site from a largely undeveloped and open setting to a commercially developed site, albeit one screened with substantial landscaping. In five years, residents and travelers along Canal Street would have a view of the eight-foot-tall masonry block wall that would be constructed as part of the project. Above the wall, the upper portion of the proposed building would be partially visible through the limited areas where proposed landscaping is not continuous. Consistent with the goals and policies in the PCGP and the ABCP, the wall would be set back 10 feet from Canal Street and dense landscaping would be provided within this 10-foot setback. 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. Deodar cedars are evergreen, which means that they retain their leaves throughout the year, thereby providing a consistent screen. London Plane trees would be planted on the opposite, or west, side of the wall in order to hide the upper portion of the proposed building. As indicated in Figure 7-14, in 10 years, the proposed trees would further hide the view of the proposed building.

The Draft EIR also notes that the project design would be subject to the review and approval of the County's Design Review Committee. Design Review would include, but not be limited to, a review of building materials, finishes, and colors, as well as a review of on-site landscaping, exterior lighting, parking, circulation, and signage. The project applicant would be required to sign the resulting Design Review Agreement prior to submittal of improvement plans for the project. Therefore, because the project would be consistent with the goals and policies found in the PCGP and the ABCP for commercial development, and because the project would be subject to a Design Review Agreement, impacts to the existing visual character or quality of the site and the site's surroundings would be *less-than-significant*.

#### **Response to Comment 120-12**

As stated in Response to Comment 120-5 above, the commenter's noise concerns are already adequately addressed in the Draft EIR (Chapter 10) and subsequently summarized in the Final EIR. Response to Comment 18-2 of the Final EIR states that, Chapter 10, *Noise*, of the Draft EIR, page 10-21 states that the results of the environmental noise assessment (included as Appendix M of the Draft EIR) for the closest sensitive receptors to the east (approximately 175 feet from center of proposed loading docks area) is estimated to be 53 dB  $L_{eq}$  and 69 dB  $L_{max}$ , for worst-case daytime

hours, and 50 dB  $L_{eq}$  and 68 dB  $L_{max}$  for worst-case nighttime hours. The predicted loading dock noise exposure levels for both daytime and nighttime activities would exceed the County standards presented in Table 10-4 of the Draft EIR. Therefore, the Draft EIR included Mitigation Measure 10-3(a), requiring a noise barrier along Canal Street six to eight feet in height to reduce future delivery movements and loading dock activity noise levels at the nearest sensitive receptors to below the Placer County standards. Therefore, noise impacts from the proposed project would be reduced to a less-than-significant level with the implementation of the required mitigation measures.

### Response to Comment 120-13

While the Draft EIR acknowledges the project will result in an increase in noise levels along surrounding roadways, the Draft EIR must, in accordance with CEQA directives, determine whether these noise level increases would be considered significant, using the lead agency's relevant thresholds of significance. As discussed in Impact 10-2 of the Draft EIR,

#### *Option 1 – Discount Club*

As shown in Table 10-9, the majority of the predicted project-related traffic noise level increases would not result in any overall change to the existing ambient noise levels. However, four roadway segments would experience slight increases to the existing transportation-related ambient noise levels with project implementation under development Option 1. The roadway segments and corresponding thresholds (based on existing noise levels) for the four segments predicted to have project-related increases are:

- The existing noise level for Luther Road between Dairy Road and Bowman Road is between 60 and 65 dB, which has a corresponding noise increase threshold of 3 dB (Table 10-7). The predicted 1 dB increase for the roadway segment would not exceed the +3 dB threshold.
- The existing noise level for Canal Street, north of the project driveway is less than 60 dB, which has a corresponding noise increase threshold of 5 dB (Table 10-7). The predicted +3 dB increase for the roadway segment would not exceed the +5 dB threshold.
- The existing noise level for Canal Street between the project driveway and Luther Road is less than 60 dB, which has a corresponding noise increase threshold of 5 dB (Table 10-7). The predicted +2 dB noise increase would not exceed the +5 dB threshold.
- The existing noise level for Edgewood Road, west of SR 49 is less than 60 dB, which has a corresponding noise increase threshold of 5 dB (Table 10-7). The predicted +1 dB increase would not exceed the +5 dB threshold.

As none of the predicted traffic-related noise increases would exceed the applicable noise increase threshold standards, development of Option 1 would result in *less-than-*

*significant* impacts related to potential increases to the ambient noise environment from project-related increases in traffic operations.

*Option 2 – Discount Superstore*

As presented in Table 10-10, the majority of the project-related predicted traffic noise increases under Option 2 would result in five roadway segments with a slight increase in the existing transportation-related ambient noise levels. The roadway segments and corresponding thresholds (based on existing noise levels) for the four segments predicted to have project-related increases are:

- The existing noise level for Luther Road between SR 49 and Canal Street is between 60 and 65 dB, which has a corresponding noise increase threshold of 3 dB (Table 10-7). The predicted +1 dB noise increase would not exceed the +3 dB threshold.
- The existing noise level for Luther Road between Dairy Road and Bowman Road is between 60 and 65 dB, which has a corresponding noise increase threshold of 3 dB (Table 10-7). The predicted +1 dB noise increase would not exceed the +3 dB threshold.
- The existing noise level for Canal Street, north of the project driveway is less than 60 dB, which has a corresponding noise increase threshold of 5 dB (Table 10-7). The predicted +4 dB noise increase would not exceed the +5 dB threshold.
- The existing noise level for Canal Street between the project driveway and Luther Road is less than 60 dB, which has a corresponding noise increase threshold of 60 dB (Table 10-7). The predicted +2 dB noise increase would not exceed the +5 dB threshold.
- The existing noise level for Edgewood Road, west of SR 49 is less than 60 dB, which has a corresponding noise increase threshold of 5 dB (Table 10-7). The predicted +1 dB noise increase would not exceed the +5 dB threshold.

As with Option 1, development of Option 2 would not result in traffic-related noise increases that would exceed the applicable thresholds. Therefore, the development of either Options 1 or 2 would result in *less-than-significant* impacts related to potential increases to the ambient noise environment from project-related increases in traffic operations.

Furthermore, as discussed in the Staff Report to the Planning Commission, Staff is recommending approval of the No Canal Street Access Alternative, which precludes secondary vehicle access to Canal Street.

**Response to Comment 120-14**

As noted in Response to Comment 1-1 of the Final EIR, the Luther Road/Canal Street intersection would operate acceptably under the Existing Plus Project scenario, and while the addition of project traffic in the Short Term scenario would degrade the Luther

Road/Canal Street intersection from acceptable LOS C in the PM to unacceptable LOS E, the future signal installation required in Draft EIR Mitigation Measure 8-3(b) would improve operations to an acceptable LOS. With the future signalization improvements, the intersection of Luther Road/Canal Street is projected to operate at LOS A (Highway Capacity Manual defines LOS A as turning movements are easily made, and nearly all drivers find freedom of operation). As such, the intersection Luther Road/Canal Street will not be congested. Furthermore, an intersection is typically the “control point” in the roadway system, as failures at intersections typically lead to failures in the roadway system. Since the “control point” in this instance (the intersection of Luther Road/Canal Street) is not projected to be congested, Canal Street would operate acceptably. Therefore, improvements to Canal Street are not required.

In addition, accident history along Canal Street was analyzed with the project EIR preparation. During the timeframe of January 2004 to December 2009, there were four reported accidents along the Canal Street segment north of Luther Road. One of the three was at the intersection of Canal Street and Luther Road. The other three occurred north of the intersection with Luther Road. It was determined during the EIR preparation that this data did not support the need for a potentially significant finding related to vehicular and/or pedestrian safety.

Since the release of the Draft EIR for public review, a travel time study was completed by Omni-Means for the alleged alternate route consisting of Oak Ridge Road, Hyde Park, Erin Drive and Canal Street. A summary of the travel time runs is provided as Appendix A to this Final EIR. The study indicated that the travel time for this alternate route will exceed the travel time for the Luther Road and Canal Street route by more than two and half minutes.

Traffic delays associated with future increases in traffic attributed to both the project and other development projects within the study area were ascertained using the traffic model. A total of approximately 30 seconds of additional east/west travel delays are estimated on Luther Road and Canal Street. Taking these future delay increases into account, the alternate route would still add an additional two minutes of travel time in the future. While some drivers may take this alternate route, given the significant travel time differences it is reasonably concluded that only an insignificant amount of traffic would use this route.

Furthermore, as discussed in the Staff Report to the Planning Commission, Staff is recommending approval of the No Canal Street Access Alternative, which precludes secondary vehicle access to Canal Street.

### **Response to Comment 120-15**

The comment is unclear and lacks specificity. Please see the traffic-related responses above.

### **Response to Comment 120-16**

The commenter's concerns are already adequately addressed in the Draft EIR and subsequently summarized in the Final EIR. Response to Comment 34-1 of the Final EIR states that, as noted in the discussion for Impact 4-1 of the Draft EIR, starting on page 4-14 of Chapter 4, *Land Use*, of the Draft EIR, 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. The ABCP currently designates the project site as Commercial and Industrial. 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). 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). As further stated on page 4-15 of the Draft EIR,

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.

Therefore, the project site is currently designated for commercial development, and contrary to the assertions made by the commenter, the project site is not located in an outlying area.

Regarding trees, as discussed under Impact 5-5 of the Draft EIR, the development of the Bohemia Retail project would result in the conversion of approximately 2.07 acres of contiguous on-site oak woodland in the northeastern portion of the project site, primarily along the current alignment of the Fiddler Green Canal. Other small clumps of oaks exist elsewhere on-site; these oaks would be removed to enable development of the project. Based upon the plans submitted, a number of the oaks on the project site would be impacted as a result of site development activities within the drip-line (e.g., parking lot grading and paving, undergrounding of Fiddler Green Canal, and the grading and trenching required for the installation of roadways and utilities). Regardless of any statements made to the commenter by the developer, the Draft EIR does not state that on-site oak trees are "sick and need to be removed." The reason for removal specified in the Draft EIR is in order to accommodate the proposed project. As a result, the developer is required to mitigate the loss of oak trees per the County's Tree Preservation Ordinance.

### **Response to Comment 120-17**

See the above Responses to Comments.

**Response to Comment 120-18**

The EIR is not intended to make a judgment on whether or not the project, as proposed by the applicant, should be approved or denied. The purpose of the EIR, according to CEQA Guidelines, is to evaluate and identify the potential physical environmental impacts resulting from construction and operation of the proposed project, and subsequently identify feasible mitigation measures to avoid or reduce impacts. The decision to approve or deny the proposed project is the responsibility of the County decision-makers. The No Canal Street Access Alternative has been enhanced in the *Introduction and List of Commenters* Chapter of this Final EIR to provide more detailed discussion of the potential physical impacts associated with the implementation of this Alternative. The No Canal Street Access Alternative analysis contained in Chapter 17, *Alternatives*, of the Draft EIR, as further enhanced in the *Introduction and List of Commenters* Chapter of the Final EIR, provides sufficient detail to enable the County decision-makers to approve the No Canal Street Access Alternative, should they elect to do so. The commenter's opinions regarding the proposed project have been forwarded to the decision-makers for their consideration.

Furthermore, as discussed in the Staff Report to the Planning Commission, Staff is recommending approval of the No Canal Street Access Alternative, which precludes secondary vehicle access to Canal Street.

Letter 121

Maywan Krach  
Environmental Coordination Services  
Placer County Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, CA 95603

RE: BOHEMIA RETAIL PROJECT (PEIR T20080235 / State Clearinghouse# 2001042086)

Dear Maywan Krach:

121-1

IWe the undersigned oppose the Bohemia Retail Project and therefore endorse the option, No Project - No Build Alternative.

121-2

The negative impact on the neighboring communities in the already worst-congested area of Hwy 49 is unreasonable and unacceptable for the Auburn lifestyle. The addition of traffic, automobiles and semi trucks, will increase air and noise pollution. This alone will affect our health and peaceful existence in our wonderful community. A big box store has no business being in the backyard of a neighborhood.

121-3

Especially intolerable is any entrance and exit from the parking area onto a small neighboring street that will create a traffic situation for which there is no good solution, certainly not a stoplight at Canal Street and Luther Road, where it already bottlenecks and where to the lack of visibility produces a danger of accidents coming down the hill toward Highway 49. A light at this proposed entrance could bring hundreds of vehicles looking for an alternate route through the various developments from Oak Ridge Road.

121-4

The project is across from a park where children play and swim and they should continue to do so in a safe and clean environment. There is a potential increase of crime especially if the store is a Walmart, where there is proof of a rise of crime in those areas by 5-15%. The completion of this project would result in destroying my/our quality of life. Hundreds of home values will decrease as the desirability to live in this area will diminish. Please do not allow this project to proceed. Thank you for considering the welfare of the citizens who enjoy living in Auburn, Placer County.

LARI L. KNEDEL

Print name(s)

*Lari L. Knedel*

Sign name(s)

121-5

13180 ERIN DR. HOT #72

Address

Additional Comments:

*I agree whole-heartedly!*

**Letter 121: Knedel Lari L., Resident (Petition)**

As stated above, this additional petition is a duplicate of those already included in Chapter 3 of the Bohemia Retail Final EIR (see Letters 45 through 104).

**Response to Comment 121-1**

See Response to Comment 45-1 of the Bohemia Retail Final EIR.

**Response to Comment 121-2**

See Response to Comment 45-2 of the Bohemia Retail Final EIR.

**Response to Comment 121-3**

See Response to Comment 45-3 of the Bohemia Retail Final EIR.

**Response to Comment 121-4**

See Response to Comment 45-4 of the Bohemia Retail Final EIR.

**Response to Comment 121-5**

See Response to Comment 45-5 of the Bohemia Retail Final EIR.

Letter 122

Maywan Krach  
Environmental Coordination Services  
Placer County Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, CA 95603

RE: BOHEMIA RETAIL PROJECT (PEIR T20080235 / State Clearinghouse# 2001042086)

Dear Maywan Krach:

- 122-1 I We the undersigned oppose the Bohemia Retail Project and therefore endorse the option, No Project –  
No Build Alternative. The negative impact on the neighboring communities in the already worst-  
122-2 congested area of Hwy 49 is unreasonable and unacceptable for the Auburn lifestyle. The addition of  
traffic, automobiles and semi trucks, will increase air and noise pollution. This alone will affect our  
health and peaceful existence in our wonderful community. A big box store has no business being in the  
backyard of a neighborhood. Especially intolerable is any entrance and exit from the parking area onto a  
122-3 small neighboring street that will create a traffic situation for which there is no good solution, certainly  
not a stoplight at Canal Street and Luther Road, where it already bottlenecks and where to the lack of  
visibility produces a danger of accidents coming down the hill toward Highway 49. A light at this  
proposed entrance could bring hundreds of vehicles looking for an alternate route through the various  
developments from Oak Ridge Road. The project is across from a park where children play and swim and  
122-4 they should continue to do so in a safe and clean environment. There is a potential increase of crime  
especially if the store is a Walmart, where there is proof of a rise of crime in those areas by 5-15%. The  
completion of this project would result in destroying my/our quality of life. Hundreds of home values  
122-5 will decrease as the desirability to live in this area will diminish. Please do not allow this project to  
proceed. Thank you for considering the welfare of the citizens who enjoy living in Auburn, Placer County.

TERRE DAVIS

Print name(s)

Terre Davis

Sign name(s)

13180 Erin Drive, Auburn

Address

Additional Comments:

- 122-6 I strongly oppose the secondary access off Canal in the DEIR. The  
proposed additional 1000 cars (i.e., 15% of the 10,773 "new" trips) will  
cause gridlock on this two lane road. The proposed light at Luther/Canal  
is will result in traffic accidents and prevent the residents in the neighboring  
122-7 trail park from entering and exiting their driveway. Luther Rd is already  
a bottleneck as a result of the number of cars turning left on St 49 - the merge  
lane as almost caused me to be hit several times and run off the road.

**Letter 122: Davis, Terre, Resident (Petition)**

As noted above, this additional petition is a duplicate of those already included in Chapter 3 of the Bohemia Retail Final EIR (see Letters 45 through 104), with the exception of a few individual comments provided in the “Additional Comments” section of the petitions. However, as demonstrated below in Responses to Comments 122-6 and 122-7, these “Additional Comments” are already addressed throughout the previously released Final EIR for Bohemia Retail.

**Response to Comment 122-1**

See Response to Comment 45-1 of the Bohemia Retail Final EIR.

**Response to Comment 122-2**

See Response to Comment 45-2 of the Bohemia Retail Final EIR.

**Response to Comment 122-3**

See Response to Comment 45-3 of the Bohemia Retail Final EIR.

**Response to Comment 122-4**

See Response to Comment 45-4 of the Bohemia Retail Final EIR.

**Response to Comment 122-5**

See Response to Comment 45-5 of the Bohemia Retail Final EIR.

**Response to Comment 122-6**

As discussed in the Staff Report to the Planning Commission, Staff is recommending approval of the No Canal Street Access Alternative, which precludes secondary vehicle access to Canal Street.

**Response to Comment 122-7**

The commenter’s concerns are already adequately addressed in the Draft EIR and subsequently summarized in the Final EIR. Response to Comment 1-3 of the Final EIR states that, the Luther Road/Canal Street intersection would operate acceptably under the Existing Plus Project scenario, and while the addition of project traffic in the Short Term scenario would degrade the Luther Road/Canal Street intersection from acceptable LOS C in the PM to unacceptable LOS E, the proposed project is required to mitigate impacts associated with Short Term and Cumulative Conditions at this intersection through payment of applicable Capital Improvement Program (CIP) fees, which will ultimately fund the construction of this signal when appropriate. Furthermore, the signalization of

the Luther Road/Canal Street intersection will include design of appropriate “signal ahead” signs consistent with standards recommended within the Placer County and Manual of Uniform Traffic Control Design (MUTCD). The MUTCD is a document issued by the Federal Highway Administration (FHWA) of the United States Department of Transportation (USDOT) to specify the standards by which traffic signs, road markings (see lane), and signals are designed, installed, and used. With the future signalization improvements, the intersection of Luther Road/Canal Street is projected to operate at LOS A (Highway Capacity Manual defines LOS A as turning movements are easily made, and nearly all drivers find freedom of operation). As such, the intersection of Luther Road/Canal Street will not be congested. It is also important to note that the signalization of the Luther Road/Canal Street intersection will entail interconnection with the existing SR 49/Luther Road signal to prevent back ups from Luther Road interfering with southbound left-turn traffic from SR 49.

Letter 123

Maywan Krach  
Environmental Coordination Services  
Placer County Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, CA 95603

RE: BOHEMIA RETAIL PROJECT (PEIR T20080235 / State Clearinghouse# 2001042086)

Dear Maywan Krach:

123-1 I/We the undersigned oppose the Bohemia Retail Project and therefore endorse the option, No Project -  
No Build Alternative. The negative impact on the neighboring communities in the already worst-  
123-2 congested area of Hwy 49 is unreasonable and unacceptable for the Auburn lifestyle. The addition of  
traffic, automobiles and semi trucks, will increase air and noise pollution. This alone will affect our  
health and peaceful existence in our wonderful community. A big box store has no business being in the  
backyard of a neighborhood. Especially intolerable is any entrance and exit from the parking area onto a  
123-3 small neighboring street that will create a traffic situation for which there is no good solution, certainly  
not a stoplight at Canal Street and Luther Road, where it already bottlenecks and where to the lack of  
visibility produces a danger of accidents coming down the hill toward Highway 49. A light at this  
proposed entrance could bring hundreds of vehicles looking for an alternate route through the various  
developments from Oak Ridge Road. The project is across from a park where children play and swim and  
123-4 they should continue to do so in a safe and clean environment. There is a potential increase of crime  
especially if the store is a Walmart, where there is proof of a rise of crime in those areas by 5-15%. The  
completion of this project would result in destroying my/our quality of life. Hundreds of home values  
123-5 will decrease as the desirability to live in this area will diminish. Please do not allow this project to  
proceed. Thank you for considering the welfare of the citizens who enjoy living in Auburn, Placer County.

Kenny King  
Print name(s)

Kenny King  
Sign name(s)

12365 KRISTA LANE  
Address

Additional Comments:

123-6 not only should it be considered to have traffic  
on Canal, there are old oak trees and  
owls that live there. It is all a negative  
impact on our area.

**Letter 123: King, Kenny, Resident (Petition)**

As noted above, this additional petition is a duplicate of those already included in Chapter 3 of the Bohemia Retail Final EIR (see Letters 45 through 104), with the exception of a few individual comments provided in the “Additional Comments” section of the petitions. However, as demonstrated below in Response to Comment 123-6, these “Additional Comments” are already addressed throughout the previously released Final EIR for Bohemia Retail.

**Response to Comment 123-1**

See Response to Comment 45-1 of the Bohemia Retail Final EIR.

**Response to Comment 123-2**

See Response to Comment 45-2 of the Bohemia Retail Final EIR.

**Response to Comment 123-3**

See Response to Comment 45-3 of the Bohemia Retail Final EIR.

**Response to Comment 123-4**

See Response to Comment 45-4 of the Bohemia Retail Final EIR.

**Response to Comment 123-5**

See Response to Comment 45-5 of the Bohemia Retail Final EIR.

**Response to Comment 123-6**

As discussed in the Staff Report to the Planning Commission, Staff is recommending approval of the No Canal Street Access Alternative, which precludes secondary vehicle access to Canal Street.

Regarding the commenter’s concerns about oak trees and owls, Response to Comment 40-9 of the Bohemia Retail Final EIR states:

The project’s impact to oak trees is addressed in Impact 5-5 of Chapter 5, *Biological Resources*, of the Draft EIR. As discussed, the development of the Bohemia Retail project would result in the conversion of approximately 2.07 acres of contiguous on-site oak woodland in the northeastern portion of the project site, primarily along the current alignment of the Fiddler Green Canal. Other small clumps of oaks exist elsewhere on-site; these oaks would be removed to enable development of the project. Based upon the plans submitted, a number of the oaks on the project site would be impacted as a result of site development activities within the drip-line (e.g., parking lot grading and paving,

undergrounding of Fiddler Green Canal, and the grading and trenching required for the installation of roadways and utilities).

The County has determined that implementation of the following measures, either singularly or in combination, would provide mitigation consistent with the requirements of the CEQA Guidelines Section 21083.4:

- Submit payment of fees for oak woodland conservation at a 2:1 ratio consistent with Chapter 12.16.080 (C) Placer County Tree Preservation Ordinance—Replacement Programs and Penalties. These fees shall be calculated based upon the current market value for similar oak woodland acreage preservation and an endowment to maintain the land in perpetuity;
- Purchase off-site conservation easements at a location approved by Placer County to mitigate the loss of oak woodlands at a 2:1 ratio;
- Provide for a combination of payment to the Tree Preservation Fund and creation of an off-site Oak Preservation Easement;
- Plant and maintain an appropriate number of trees in restoration of an approved former oak woodland (tree planting is limited to half the mitigation requirement); and/or
- Single trunk trees within the project impact area that are greater than 24 inches dbh shall be mitigated for at an inch for inch basis. Multi-stemmed trees with trunks less than 12 inches dbh shall not be included in this calculation.

The County's Oak Woodland Policy recommends payment of \$24,000 per acre of woodland impacted to be deposited into the Placer County Tree Preservation Fund. The Fund will be used for the purchase of conservation easements within the County where existing oak woodlands that form a contiguous habitat can be permanently set aside. This method of conservation is consistent with the provisions of Senate Bill 1334 and with requirements of the CEQA Guidelines Section 21083.4.

County policy also requires that any protected trees 24 inches or greater dbh that could be impacted by project activity be mitigated above and beyond the standard acreage payment. Oaks of this size are considered "Significant Trees" due to the length of time required for them to reach their size. Mitigation for these trees is set at \$100 per inch dbh. In total, there are five trees on site that meet this standard. Combined, they total 155 inches dbh, so mitigation for the loss or impact to these trees would be \$15,500. Therefore, the mitigation figure to offset the impacts to oaks and oak woodlands in conjunction with the proposed project would be \$65,180. The Draft EIR includes Mitigation Measure 5-5, requiring the applicant to submit to the Placer County Tree Preservation Fund payment in the amount of \$65,180 for impacts to oak woodlands. This payment must be received prior to any site disturbance.

[...]

Regarding bird species, the Draft EIR includes Mitigation Measures 5-2 and 5-3(a) and (b) to ensure that project construction activities do not result in adverse impacts to nesting raptors and other migratory birds and burrowing owl, respectively, should they be found to occur on-site prior to construction.

Letter 124

Maywan Krach  
Environmental Coordination Services  
Placer County Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, CA 95603

RE: BOHEMIA RETAIL PROJECT (PEIR T20080235 / State Clearinghouse# 2001042086)

Dear Maywan Krach:

124-1 I/We the undersigned oppose the Bohemia Retail Project and therefore endorse the option, No Project -  
No Build Alternative. The negative impact on the neighboring communities in the already worst-  
124-2 congested area of Hwy 49 is unreasonable and unacceptable for the Auburn lifestyle. The addition of  
traffic, automobiles and semi trucks, will increase air and noise pollution. This alone will affect our  
health and peaceful existence in our wonderful community. A big box store has no business being in the  
backyard of a neighborhood. Especially intolerable is any entrance and exit from the parking area onto a  
124-3 small neighboring street that will create a traffic situation for which there is no good solution, certainly  
not a stoplight at Canal Street and Luther Road, where it already bottlenecks and where to the lack of  
visibility produces a danger of accidents coming down the hill toward Highway 49. A light at this  
proposed entrance could bring hundreds of vehicles looking for an alternate route through the various  
developments from Oak Ridge Road. The project is across from a park where children play and swim and  
124-4 they should continue to do so in a safe and clean environment. There is a potential increase of crime  
especially if the store is a Walmart, where there is proof of a rise of crime in those areas by 5-15%. The  
completion of this project would result in destroying my/our quality of life. Hundreds of home values  
124-5 will decrease as the desirability to live in this area will diminish. Please do not allow this project to  
proceed. Thank you for considering the welfare of the citizens who enjoy living in Auburn, Placer County.

GERALD D KING  
Print name(s)

[Signature]  
Sign name(s)

12365 KRISTA LANE  
Address

Additional Comments:

124-6 Canal should not be  
considered to hold so much traffic.  
Make another entrance through the  
1st phase and exit onto Luther  
there.

**Letter 124: King, Gerald, D., Resident (Petition)**

As noted above, this additional petition is a duplicate of those already included in Chapter 3 of the Bohemia Retail Final EIR (see Letters 45 through 104), with the exception of a few individual comments provided in the “Additional Comments” section of the petitions. However, as demonstrated below in Response to Comment 124-6, these “Additional Comments” are already addressed throughout the previously released Final EIR for Bohemia Retail.

**Response to Comment 124-1**

See Response to Comment 45-1 of the Bohemia Retail Final EIR.

**Response to Comment 124-2**

See Response to Comment 45-2 of the Bohemia Retail Final EIR.

**Response to Comment 124-3**

See Response to Comment 45-3 of the Bohemia Retail Final EIR.

**Response to Comment 124-4**

See Response to Comment 45-4 of the Bohemia Retail Final EIR.

**Response to Comment 124-5**

See Response to Comment 45-5 of the Bohemia Retail Final EIR.

**Response to Comment 124-6**

As discussed in the Staff Report to the Planning Commission, Staff is recommending approval of the No Canal Street Access Alternative, which precludes secondary vehicle access to Canal Street.

Letter 125

Maywan Krach  
Environmental Coordination Services  
Placer County Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, CA 95603

RE: BOHEMIA RETAIL PROJECT (PEIR T20080235 / State Clearinghouse# 2001042086)

Dear Maywan Krach:

125-1

I/We the undersigned oppose the Bohemia Retail Project and therefore endorse the option, No Project – No Build Alternative. The negative impact on the neighboring communities in the already worst-

125-2

congested area of Hwy 49 is unreasonable and unacceptable for the Auburn lifestyle. The addition of traffic, automobiles and semi trucks, will increase air and noise pollution. This alone will affect our health and peaceful existence in our wonderful community. A big box store has no business being in the backyard of a neighborhood.

125-3

Especially intolerable is any entrance and exit from the parking area onto a small neighboring street that will create a traffic situation for which there is no good solution, certainly not a stoplight at Canal Street and Luther Road, where it already bottlenecks and where to the lack of visibility produces a danger of accidents coming down the hill toward Highway 49. A light at this proposed entrance could bring hundreds of vehicles looking for an alternate route through the various developments from Oak Ridge Road. The project is across from a park where children play and swim and they should continue to do so in a safe and clean environment. There is a potential increase of crime especially if the store is a Walmart, where there is proof of a rise of crime in those areas by 5-15%. The completion of this project would result in destroying my/our quality of life. Hundreds of home values will decrease as the desirability to live in this area will diminish. Please do not allow this project to proceed. Thank you for considering the welfare of the citizens who enjoy living in Auburn, Placer County.

125-4

125-5

CHRISTINA KING

Print name(s)

  
Sign name(s)

12365 KRISTA LANE

Address

Additional Comments:

125-6

I KNOW IT IS HARD TO IMAGINE WHEN YOU DONT LIVE IN THIS NEIGHBORHOOD BUT IT WOULD BE A TERRIBLE CHANGE FOR ALL OF US HERE. PLEASE HELP AND KEEP THIS TRAGEDY OFF CANAL.

**Letter 125: King, Christina, Resident (Petition)**

As noted above, this additional petition is a duplicate of those already included in Chapter 3 of the Bohemia Retail Final EIR (see Letters 45 through 104), with the exception of a few individual comments provided in the “Additional Comments” section of the petitions. However, as demonstrated below in Response to Comment 125-6, these “Additional Comments” are already addressed throughout the previously released Final EIR for Bohemia Retail.

**Response to Comment 125-1**

See Response to Comment 45-1 of the Bohemia Retail Final EIR.

**Response to Comment 125-2**

See Response to Comment 45-2 of the Bohemia Retail Final EIR.

**Response to Comment 125-3**

See Response to Comment 45-3 of the Bohemia Retail Final EIR.

**Response to Comment 125-4**

See Response to Comment 45-4 of the Bohemia Retail Final EIR.

**Response to Comment 125-5**

See Response to Comment 45-5 of the Bohemia Retail Final EIR.

**Response to Comment 125-6**

As discussed in the Staff Report to the Planning Commission, Staff is recommending approval of the No Canal Street Access Alternative, which precludes secondary vehicle access to Canal Street.

Letter 126

February 25, 2010  
1772 Tracy Lane  
Auburn, Ca. 95603

Placer County Planning Commission  
3091 County Center Drive,  
Auburn, Ca. 95603

RE: Bohemia Retail Project

RECEIVED  
FEB 25 2010  
PLANNING DEPT.

Members of the Placer County Planning Commission

I have several concerns about the Draft EIR as written and the proposed project located on Canal Street. They are:

1. Lack of tenant specific EIR
2. Canal Street Access to project
3. Lack of consistency with Auburn/Bowman Community Plan Policy 12
4. Visual resource destruction through loss of oak trees
5. Noise: Request for limited delivery hours
6. Request to restrict camping
7. Construction of wall along Canal Street - request for graffiti resistant surface
8. Request for undergrounding 3 power poles on Canal Street

126-1

**1. Lack of tenant specific EIR.** By not specifying which tenant will occupy this 155,000 square foot facility, it is difficult for members of the public to provide meaningful feedback and input regarding the environmental impacts of this project. There are significant differences between the impacts of Costco and Wal-Mart on a community, specifically one backed up to a residential neighborhood. Those differences include but are not limited to hours of operation, number of generated traffic trips, and significant differences in public safety responses. The Wal-Mart stores in Roseville generate 3 times the law enforcement activity than the Costco in the same city. Roseville Police Department responds to or takes action at each Wal-Mart on average more than two times a day for a wide variety of incidents. Moving forward without specifying the tenant robs the community of the opportunity to fully evaluate the potential impacts, as many persons hope for their favorite store, rather than research the impacts of an

126-2

126-2  
Cont'd.

actual designated tenant. This process seems to be a deviation from past practice involving such large projects in Placer County.

**2. Canal Street Access** is clearly the number one objection to the project as proposed. The draft EIR on page 8-27 indicates there will be 10,773 external trips coming into the project. The draft EIR states that 15% of trips are expected to use Canal Street. That will be 1615 trips per day brought onto a residential street. That simply is not reasonable. Canal Street is 26 feet wide or less at several points. There are no planned improvements to Canal Street itself. Yet the Canal Street driveway for this project, at its most narrow point, will be 36 feet wide, or ten feet wider than the residential street that will serve the project and the adjoining neighborhood.

The given reason for opening Canal Street Access in the Draft EIR is that without it there will be increased congestion on Highway 49 and thus there will be more air pollution. The Draft EIR offers no calculation of how much more this air pollution will be. There are several complicated calculations regarding air pollution in the document, but I found no calculations that support this conclusionary statement. In fact bringing significant amounts of traffic down a residential street and putting in a stop light at Canal and Luther rather than using the multi-lane state Highway, would appear to create more congestion, or idling of vehicles, and thus create some incalculably small amount more air pollution than the no access option. The difference in air pollution between these two options is insignificant. If the amount of air pollution created by the No-Canal Access option was that significant, then the tenant would actually matter, as the traffic trip generation differences between the different tenants is more than 15%. There is an 18% trip count difference between Wal-Mart and Costco.

126-3

While Canal Street level of service is poor now and gets worse with adding the 1600+ cars a day, the level of service at the Hulbert Way entrance on Highway 49 stays at nearly the same level of service if Canal is closed, due to substantially larger capacity of that intersection. From my understanding the Hulbert/49 LOS doesn't drop below C and likely stays at B with Canal closed.

Currently there is no stop sign at Erin Drive and Canal Street. Traffic traveling west bound on Erin and turning southbound on Canal Street will very quickly be faced with traffic making left turns into the project driveway or out of the project driveway. This is effectively creates an unaligned intersection which I understand increases the risk of traffic accidents.

Many neighbors are concerned that an open access to the project will encourage shoppers to drop off their teenagers at the privately funded park at the corner of Canal and Erin while they shop. The neighbors are concerned this will limit the availability of the park facilities to homeowners, such as the basket ball court, and increase vandalism of the park which will in turn increase costs for members of the funding homeowner's association.

As a graduate of the FBI National Academy's class on community policing and as a 25 year local law enforcement officer I can assure you that bringing large numbers of non-resident traffic into a neighborhood does nothing positive for crime prevention. Limiting the number of ways in and

Letter 126  
Cont'd.

126-3  
Cont'd.

out of a neighborhood lowers the desirability for burglars and other criminals as they wish to be able to flee in any direction when necessary. Continuous exposure of a neighborhood to thousands of non-resident persons makes the neighborhood more vulnerable to the criminal element.

At least one Placer County Planner has told me personally that County traffic staff hope that neighborhood traffic will use the private parking lot of the project as a through street to access Highway 49 going north, rather than going out to Luther Road to access Highway 49. I believe this is an inappropriate use and in many jurisdictions such use is illegal. How unfortunate that we are designing to encourage this behavior.

126-4

The project calls for a traffic light at Luther and Canal Street. This light will be one tenth of a mile from Highway 49 at Luther Rd. My understanding is that traffic lights are strongly discouraged from being closer than one quarter mile apart as a good practice. The light will cause traffic to stop both east and west bound on Luther Rd. The traffic will stop west bound Luther Rd and back up several car lengths. A local CHP sergeant concurs with my opinion that west bound traffic will not see the stopped cars in time to stop as they crest the hill at the Woodside Mobile Home park. There will be an increase in rear end accidents at this location.

126-5

Much has made of the concept that local neighbors should have known when they purchased that this land was zoned commercial. That is true. But at least when I purchased my house there was no access from Canal Street to the project lot. Mr. Conkey purchased that access from PG&E much more recently. When many of the neighbors purchased in this residential area, they knew of the potential for development of the property. But never did they believe that the County would encourage the largest retailer in the world to access their residential street for customer use.

126-6

Please restrict the Canal Access to a single fire truck size lane of approximately 15 feet wide for emergency vehicle and pedestrian access only. Canal street lanes are 11 feet wide in places, 15 feet is more than enough room for emergency access.

126-7

**3. Lack of consistency with Auburn/Bowman Community Plan Policy 12.**

*"Through" traffic which must pass through this Plan area shall be accommodated in a manner which will not encourage the use of neighborhood roadways. This through traffic shall be directed to appropriate routes in order to maintain public safety and local quality of life in outlying sections of the Plan area.*

Connecting commercial traffic to a residential neighborhood appears to directly contradict this portion of the Community Plan found on page 8-21 of the Draft EIR. In fact the County appears to be deliberately encouraging the use of neighborhood roadways for through traffic. The appropriate routes are Highway 49 and Luther Rd.

Letter 126  
Cont'd.



#### 4. Trees - Visual Resources

126-8

There are several trees on the project lot. All are slated to be removed. There is one tree specifically that provides significant visual benefit to all who drive west bound on Erin Drive. It is pictured above. It is requested that the driveway/parking for this project be built around this magnificent tree much like was done in the Safeway center on Bell Road. I know of no agency requiring the removal of this tree. It is a visual resource that cannot be replaced in five or ten years.

Another large tree is located at the corner of the Dyer Court fence line and Canal Street. It appears the project developers intend to cut down this very large tree so they can turn around and plant a small one in nearly the exact same place. This will force some neighbors to have a view of the box store building for years longer than necessary while waiting for the newly planted tree to grow.

126-9

**5. Noise - Delivery time restriction request.** The noise section of the draft EIR appears to leave out references to the backup beepers on large delivery trucks. These trucks will use loading areas at the Canal Street side of the store. These beepers are rated at 97 decibels, far greater than numbers I found referenced in the Draft EIR. These trucks will deliver at all hours if allowed. Please restrict these deliveries to normal waking hours for children of 8 am to 8 pm. Allowing later deliveries adjacent to this long established residential neighborhood is not reasonable.

Letter 126  
Cont'd.

126-10

**6. Camping restriction request.** It is well known in the recreational vehicle world that Wal-Mart has a standing company policy of allowing, if not encouraging, overnight camping in their parking lots. This box store is not located alongside a freeway. It is located approximately 100 feet from residential lots. While a box store is intrusive to a neighborhood please do not ask the neighborhood to endure a campground/truck stop as well. RV's bring their generators and other after hour noise that neighbors should not have accept. Please put as a condition on this development that the tenant is responsible for prohibiting and enforcing a no overnight camping provision. As a component of this enforcement appropriate signage should be required.

126-11

**7. Construction of wall along Canal Street.** I understand there will be an eight foot wall built along Canal Street to hide this project and block sound from it. Please require a combination of construction materials that are both aesthetically pleasing and graffiti resistant. Many walls are seen as a blank canvas for "taggers". The adjacent neighborhood has experienced several incidents of graffiti vandalism. While I am in favor of the wall being there, I request there be a condition on the tenant to be responsible for cleaning all graffiti in a very short period of time. Having the wall made out of appropriate materials would make this easier for the tenant to comply. Allowing graffiti to remain up encourages more graffiti. It must be removed as soon as possible. Since this wall will not be visible to 85% or more of the customers the tenant will have little incentive, outside of a requirement, to maintain the outside of the backside of their perimeter wall.

126-12

**8. Power Poles.** There are three power poles along Canal Street at the project property. They are the only power poles in the neighborhood. Power is undergrounded throughout the adjacent neighborhood. Since there will be significant excavation for utilities, walls and the like please encourage the undergrounding of these poles. One can see how a recent traffic accident narrowly missed one of these power poles. (The adjacent fence still has not been repaired). Undergrounding these poles would improve the visual landscape of this project and improve the safety of those traveling the roadway.

126-13

Thank you for your consideration of these matters. By far the most detrimental impact on the adjacent neighborhood will be open access onto Canal Street if allowed. Again please restrict that access to one lane emergency access only.

Sincerely,



David Keyes

**Letter 126: Keyes, David, Resident**

**Response to Comment 126-1**

The comment is an introductory comment that gives an overview of the concerns addressed in more detail in the comments that follow in the letter. Please see Responses to Comments 126-2 through 126-13.

**Response to Comment 126-2**

As stated in Response to Comment 13-2 of the Bohemia Retail Final EIR, Chapter 3 of the Draft EIR, *Project Description*, makes it clear that the Bohemia Retail Draft EIR evaluates, at an equal-level, the potential impacts resulting from implementation of two potential tenant types -- a discount club store and a discount superstore -- in order to evaluate the potential environmental impacts resulting from a range of uses. Impacts to law enforcement services are addressed in the Draft EIR, page 13-21. The Draft EIR concludes that a potentially significant impact would result regarding police services and provides mitigation that would reduce the identified impact to a less-than-significant level. Furthermore, as noted in Response to Comment 1-22 of the Final EIR,

Regarding fire protection services, please refer to Response to Comment 2-2. Regarding police protection services, the Draft EIR includes Mitigation Measure 13-6, which requires proof of notification from the County Sheriff's Department that adequate police services can be provided. Further, the proposed project would generate property and sales tax, which would be used, in part, for needed law enforcement services. As discussed in the Urban Decay and Fiscal Analysis prepared for the project (see Appendix U to the Draft EIR) by Economic Research Associates (ERA), the Sheriff's Department conducted an impact evaluation for this project. The report addresses needs for sworn and support personnel, as well as equipment needed to provide police monitoring and protection for the project. The Sheriff's Department estimated the costs associated with this project to be \$17,629, annually. As shown in Table 25 of the Urban Decay and Fiscal Analysis, ERA estimated annual public safety costs to the County for the proposed project at \$24,800, using the adjusted Hausrath factors. This includes the Public Safety Fund cost estimates as well as the General Fund's Contribution to public safety. However, Tables B and B.1 of the Urban Decay and Fiscal Analysis show surplus revenue of between approximately \$403,150 and \$847,577 after accounting for all County costs to serve the project (actual revenue amount will depend on amount of existing retail sales diverted by the project), which includes law enforcement services. Therefore, the project would generate substantially more than enough revenue to cover all of the County's costs to service the project.

**Response to Comment 126-3**

As discussed in the Staff Report to the Planning Commission, Staff is recommending approval of the No Canal Street Access Alternative, which precludes secondary vehicle access to Canal Street.

**Response to Comment 126-4**

The commenter's concerns are already adequately addressed in the Draft EIR and subsequently summarized in the Final EIR. Response to Comment 1-3 of the Final EIR states that, the Luther Road/Canal Street intersection would operate acceptably under the Existing Plus Project scenario, and while the addition of project traffic in the Short Term scenario would degrade the Luther Road/Canal Street intersection from acceptable LOS C in the PM to unacceptable LOS E, the proposed project is required to mitigate impacts associated with Short Term and Cumulative Conditions at this intersection through payment of applicable Capital Improvement Program (CIP) fees, which will ultimately fund the construction of this signal when appropriate. Furthermore, the signalization of the Luther Road/Canal Street intersection will include design of appropriate "signal ahead" signs consistent with standards recommended within the Placer County and Manual of Uniform Traffic Control Design (MUTCD). The MUTCD is a document issued by the Federal Highway Administration (FHWA) of the United States Department of Transportation (USDOT) to specify the standards by which traffic signs, road markings (see lane), and signals are designed, installed, and used. With the future signalization improvements, the intersection of Luther Road/Canal Street is projected to operate at LOS A (Highway Capacity Manual defines LOS A as turning movements are easily made, and nearly all drivers find freedom of operation). As such, the intersection of Luther Road/Canal Street will not be congested. It is also important to note that the signalization of the Luther Road/Canal Street intersection will entail interconnection with the existing SR 49/Luther Road signal to prevent back ups from Luther Road interfering with southbound left-turn traffic from SR 49.

**Response to Comment 126-5**

As discussed in the Staff Report to the Planning Commission, Staff is recommending approval of the No Canal Street Access Alternative, which precludes secondary vehicle access to Canal Street.

**Response to Comment 126-6**

As discussed in the Staff Report to the Planning Commission, Staff is recommending approval of the No Canal Street Access Alternative, which precludes secondary vehicle access to Canal Street.

**Response to Comment 126-7**

As discussed in the Staff Report to the Planning Commission, Staff is recommending approval of the No Canal Street Access Alternative, which precludes secondary vehicle access to Canal Street.

### **Response to Comment 126-8**

Please see Response to Comment 123-6 for a discussion of trees. In addition, as noted in Response to Comment 40-9 of the Bohemia Retail Final EIR, the final project design is subject to the review and approval of the County's Design Review Committee. Design Review would include, but not be limited to, a review of building materials, finishes, and colors, as well as a review of exterior lighting, parking, circulation, signage, and on-site landscaping, including the feasibility of incorporating the existing on-site large oak trees into the overall project design. The project applicant would be required to sign the resulting Design Review Agreement prior to submittal of improvement plans for the project.

### **Response to Comment 126-9**

As stated on page 10-14 of the Noise Chapter of the Bohemia Retail Draft EIR (Chapter 10) concerning the methodology for measuring operational noise levels, including noise from stationary sources, such as the project's loading dock:

#### Other Noise Measurements

Data collected to represent truck delivery noise estimates were gathered by Bollard Acoustical Consultants, Inc. in June 2008 at a Sacramento area truck stop. Measurements of 20 tractor-trailer truck pass-bys were recorded, including six refrigeration trucks. Based on the gathered data, trucks en route to and from a loading dock are estimated to produce an average SEL and Lmax of approximately 83 dB and 75 dB, respectively (at a distance of 50 feet).

Expected worse-case loading dock noise levels were recorded on August 16, 2008 at the Super Walmart store located in Citrus Heights, California as part of a long-term noise level survey (August 15-18, 2008), the loading dock measurements were recorded by Bollard Acoustical Consultants, Inc. at the store's four loading dock bay, at a distance of 100 feet. Measured loading dock operations were recorded at 58 dB Leq/74 dB Lmax and 55 dB Leq/73 dB Lmax for worst-case daytime and nighttime conditions, respectively. The reference loading dock noise levels were adjusted by -5 dB to account for the increased spherical spreading loss (-6 dB per doubling of distance). In addition, it should be noted not more than two Walmart trucks used the facility during the heaviest use hours. Therefore, this measurement data is assumed to be applicable to worst-case operations associated with the proposed project's two-truck docks. Furthermore, Bollard Acoustical Consultants, Inc. estimated that not more than one of the proposed six daily truck deliveries could occur during the nighttime hours (6:00 AM to 7:00 AM or 10:00 PM to 12:00 AM).

The fact that these comparative noise level measurements accounted for back-up beepers is clear from page 13 of the Environmental Noise Assessment, which states in relevant part:

### Loading Docks

The proposed project loading docks will have a capacity of two trucks, and will be below the project building grade so that retail goods are unloaded at the building pad level. Primary noise sources associated with the project loading docks would include heavy trucks stopping (air brakes), backing into the docks (back-up alarm), refrigeration units for trucks carrying perishable food items (at idle), and pulling out of the loading docks area (revving engine). Noise associated with the moving of merchandise from the trucks into the store would also contribute, but would be largely contained within the trucks and store structures.

Expected worst-case loading docks noise levels were recorded on August 16, 2008 at the Citrus Heights Super Wal-Mart facility as part of a long-term noise level survey (August 15-18, 2008). Measurements were taken at a distance of 100 feet from the center of the loading docks area. Measured noise exposure from loading docks operations was 58 dB Leq/74 dB Lmax and 55 dB Leq/73 dB Lmax for worst-case daytime and nighttime hours, respectively. It is assumed that this measurement data represents all loading docks activities, including the sources described above and truck movements to and from the docks. The Citrus Heights Super Wal-Mart loading docks facility has a four truck capacity, but it is assumed that no more than two Wal-Mart trucks used the facility during the heaviest use hours. Therefore, this measurement data is assumed to be applicable to worst-case operations associated with the project's two-truck docks.

On page 10-21 of the Noise Chapter, the Draft EIR concludes that:

To determine potential loading dock noise levels associated with the proposed project, the technical noise assessment (included as Appendix M of the Draft EIR) utilized representative noise level measurements for various loading docks in the Sacramento region and applied them to the project site and vicinity. The results of the noise measurement analysis for the closest sensitive receptors to the east (approximately 175 feet from center of proposed loading docks area) was estimated to be 53 dB Leq and 69 dB Lmax, for worst-case daytime hours, and 50 dB Leq and 68 dB Lmax for worst-case nighttime hours. The predicted loading dock noise exposure levels for both daytime and nighttime activities would exceed the County standards presented in Table 10-4; therefore, loading dock activities associated with the proposed project are considered as a *potentially significant* impact.

In order to specifically address this impact and reduce the impact to a less-than-significant level, the Draft EIR includes Mitigation Measure 10-3(a):

10-3(a) *Prior to the approval of improvement plans, a noise barrier shall be shown on the plans along the boundary of any residential property line (located to the north, northeast, and east) affected from increased noise levels determined in this Draft EIR (shown conceptually in Figure 10-1), for the review and approval of the Placer County Planning Department. A noise barrier six to eight feet in height would be required to reduce future delivery movements and loading dock activity noise levels below the Placer County standards. Barriers could take the form of earth berms, solid walls, or a combination of the two. Appropriate materials for noise walls include precast concrete or masonry block. Other*

*materials may be acceptable provided they have a density of approximately four pounds per square foot.*

#### **Response to Comment 126-10**

As noted in Response to Comment 1-21 of the Final EIR, a condition of approval for the proposed project will prohibit overnight camping. Outdoor parking lot tent sales are not proposed as part of the project but would be considered by the County with an application for a Temporary Outdoor Event permit.

#### **Response to Comment 126-11**

The sound wall along Canal Street required per Draft EIR Mitigation Measure 10-3(a) will be screened with both vine and tree plantings, which will prevent vandalism from occurring to the bare face of the wall. As depicted in Figures 7-13 and 7-14 of the Draft EIR, the proposed wall would be set back 10 feet from Canal Street and dense landscaping would be provided within this 10-foot setback. 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. Deodar cedars are evergreen, which means that they retain their leaves throughout the year, thereby providing a consistent screen.

#### **Response to Comment 126-12**

As illustrated in Figures 7-13 and 7-14 of the Draft EIR, the above-ground power poles are proposed to remain along Canal Street. The figures also depict the views from Canal Street at Erin Drive with implementation of the proposed project, and generally illustrate the change in character of the site from a largely undeveloped and open setting to a commercially developed site, albeit one screened with substantial landscaping. In five years, residents and travelers along Canal Street would have a view of the eight-foot-tall masonry block wall that would be constructed as part of the project. Above the wall, the upper portion of the proposed building would be partially visible through the limited areas where proposed landscaping is not continuous, and the existing power lines would also be visible. Consistent with the goals and policies in the PCGP and the ABCP, the wall would be set back 10 feet from Canal Street and dense landscaping would be provided within this 10-foot setback. 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. Deodar cedars are evergreen, which means that they retain their leaves throughout the year, thereby providing a consistent screen. London Plane trees would be planted on the opposite, or west, side of the wall in order to hide the upper portion of the proposed building. These Deodar Cedar and London Plane trees would also serve to soften the appearance of the existing power lines given the vegetative background that would be provided behind the lines as opposed to the current unobstructed sky behind the power lines, which in many ambient conditions serves to provide a dark and light contrast with the existing power lines.

In summary, the Draft EIR concludes on page 7-21 that the proposed landscaping would be designed to be consistent with the goals and policies found in the PCGP and the ABCP, as well as the applicable design guidelines for the Auburn/Bowman community. It should be noted that the project design would be subject to the review and approval of the County's Design Review Committee. Design Review would include, but not be limited to, a review of building materials, finishes, and colors, as well as a review of on-site landscaping, exterior lighting, parking, circulation, and signage. The project applicant would be required to sign the resulting Design Review Agreement prior to submittal of improvement plans for the project.

Therefore, because the project would be consistent with the goals and policies found in the PCGP and the ABCP for commercial development, and because the project would be subject to a Design Review Agreement, impacts to the existing visual character or quality of the site and the site's surroundings would be *less-than-significant*.

Regarding the commenter's safety concerns with the existing power poles along Canal Street, it is noted that accident history along Canal Street was analyzed with the project EIR preparation. During the timeframe of January 2004 to December 2009, there were four reported accidents along the Canal Street segment north of Luther Road. One of the three was at the intersection of Canal Street and Luther Road. The other three occurred north of the intersection with Luther Road. It was determined during the EIR preparation that this data did not support the need for a potentially significant finding related to vehicular and/or pedestrian safety. It is speculative, and beyond the scope of the EIR, to entertain the possibility that vehicles driving along Canal Street might engage in careless driving and subsequently crash into the existing power poles, which are located outside of the existing travel-way.

### **Response to Comment 126-13**

As discussed in the Staff Report to the Planning Commission, Staff is recommending approval of the No Canal Street Access Alternative, which precludes secondary vehicle access to Canal Street.

Letter 127

Maywan Krach  
Environmental Coordination Services  
Placer County Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, CA 95603

RE: BOHEMIA RETAIL PROJECT (PEIR T20080235 / State Clearinghouse# 2001042086)

Dear Maywan Krach:

- 127-1 I/We the undersigned oppose the Bohemia Retail Project and therefore endorse the option, No Project –  
No Build Alternative. The negative impact on the neighboring communities in the already worst-  
127-2 congested area of Hwy 49 is unreasonable and unacceptable for the Auburn lifestyle. The addition of  
traffic, automobiles and semi trucks, will increase air and noise pollution. This alone will affect our  
health and peaceful existence in our wonderful community. A big box store has no business being in the  
backyard of a neighborhood. Especially intolerable is any entrance and exit from the parking area onto a  
127-3 small neighboring street that will create a traffic situation for which there is no good solution, certainly  
not a stoplight at Canal Street and Luther Road, where it already bottlenecks and where to the lack of  
visibility produces a danger of accidents coming down the hill toward Highway 49. A light at this  
proposed entrance could bring hundreds of vehicles looking for an alternate route through the various  
developments from Oak Ridge Road. The project is across from a park where children play and swim and  
127-4 they should continue to do so in a safe and clean environment. There is a potential increase of crime  
especially if the store is a Walmart, where there is proof of a rise of crime in those areas by 5-15%. The  
completion of this project would result in destroying my/our quality of life. Hundreds of home values  
127-5 will decrease as the desirability to live in this area will diminish. Please do not allow this project to  
proceed. Thank you for considering the welfare of the citizens who enjoy living in Auburn, Placer County.

Jeff & Kristina Kenoyer

Print name(s)

*Jeff & Kristina Kenoyer*

Sign name(s)

12220 DYER CT. AUBURN

Address

Additional Comments:

- 127-6 Please help protect my home - where I am raising my  
children. I ask that you show that you value our welfare  
and safety by not allowing this project to happen. Most definitely,  
127-7 DO NOT ALLOW AN ACCESS ROAD through my neighborhood -  
where my children ride bikes and play. PLEASE LET OUR  
FAMILY NEIGHBORHOOD REMAIN A NEIGHBORHOOD!!

**Letter 127: Kenoyer, Jeff and Christina, Resident (Petition)**

As noted above, this additional petition is a duplicate of those already included in Chapter 3 of the Bohemia Retail Final EIR (see Letters 45 through 104), with the exception of a few individual comments provided in the “Additional Comments” section of the petitions. However, as demonstrated below in Response to Comment 127-6 and 127-7, these “Additional Comments” are already addressed throughout the previously released Final EIR for Bohemia Retail.

**Response to Comment 127-1**

See Response to Comment 45-1 of the Bohemia Retail Final EIR.

**Response to Comment 127-2**

See Response to Comment 45-2 of the Bohemia Retail Final EIR.

**Response to Comment 127-3**

See Response to Comment 45-3 of the Bohemia Retail Final EIR.

**Response to Comment 127-4**

See Response to Comment 45-4 of the Bohemia Retail Final EIR.

**Response to Comment 127-5**

See Response to Comment 45-5 of the Bohemia Retail Final EIR.

**Response to Comment 127-6**

As noted throughout the previously released Bohemia Retail Final EIR, the EIR is not intended to make a judgment on whether or not the project should be approved or denied. The purpose of the EIR, according to CEQA Guidelines, is to evaluate and identify the potential physical environmental impacts resulting from construction and operation of the proposed project, and subsequently identify feasible mitigation measures to avoid or reduce impacts. The decision to approve or deny the proposed project is the responsibility of the County decision-makers. The No Canal Street Access Alternative has been enhanced in the *Introduction and List of Commenters* Chapter of this Final EIR to provide more detailed discussion of the potential physical impacts associated with the implementation of this Alternative. The No Canal Street Access Alternative analysis contained in Chapter 17, *Alternatives*, of the Draft EIR, as further enhanced in the *Introduction and List of Commenters* Chapter of the Final EIR, provides sufficient detail to enable the County decision-makers to approve the No Canal Street Access Alternative, should they elect to do so. The commenter’s opinions regarding the proposed project have been forwarded to the decision-makers for their consideration.

**Response to Comment 127-7**

As discussed in the Staff Report to the Planning Commission, Staff is recommending approval of the No-Canal Street Access Alternative, which precludes secondary vehicle access to Canal Street.

**Received**  
FEB 23 2010  
CDRA - Admin.

Maywan Krach  
Environmental Coordination Services  
Placer County Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, CA 95603

RE: BOHEMIA RETAIL PROJECT (PEIR T20080235 / State Clearinghouse# 2001042086)

Dear Maywan Krach:

- 128-1 I/We the undersigned oppose the Bohemia Retail Project and therefore endorse the option, No Project –
  - 128-2 No Build Alternative. The negative impact on the neighboring communities in the already worst-
  - 128-3 congested area of Hwy 49 is unreasonable and unacceptable for the Auburn lifestyle. The addition of
  - 128-4 traffic, automobiles and semi trucks, will increase air and noise pollution. This alone will affect our
  - 128-5 health and peaceful existence in our wonderful community. A big box store has no business being in the
- backyard of a neighborhood. Especially intolerable is any entrance and exit from the parking area onto a small neighboring street that will create a traffic situation for which there is no good solution, certainly not a stoplight at Canal Street and Luther Road, where it already bottlenecks and where to the lack of visibility produces a danger of accidents coming down the hill toward Highway 49. A light at this proposed entrance could bring hundreds of vehicles looking for an alternate route through the various developments from Oak Ridge Road. The project is across from a park where children play and swim and they should continue to do so in a safe and clean environment. There is a potential increase of crime especially if the store is a Walmart, where there is proof of a rise of crime in those areas by 5-15%. The completion of this project would result in destroying my/our quality of life. Hundreds of home values will decrease as the desirability to live in this area will diminish. Please do not allow this project to proceed. Thank you for considering the welfare of the citizens who enjoy living in Auburn, Placer County.

Laurel Westsmith  
Print name(s)

Laurel Westsmith  
Sign name(s)

2055 Bendas Lane  
Address Auburn CA 95603

Additional Comments:

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**Letter 128: Westsmith, Laurel, Resident (Petition)**

As noted above, this additional petition is a duplicate of those already included in Chapter 3 of the Bohemia Retail Final EIR (see Letters 45 through 104).

**Response to Comment 128-1**

See Response to Comment 45-1 of the Bohemia Retail Final EIR.

**Response to Comment 128-2**

See Response to Comment 45-2 of the Bohemia Retail Final EIR.

**Response to Comment 128-3**

See Response to Comment 45-3 of the Bohemia Retail Final EIR.

**Response to Comment 128-4**

See Response to Comment 45-4 of the Bohemia Retail Final EIR.

**Response to Comment 128-5**

See Response to Comment 45-5 of the Bohemia Retail Final EIR.

Letter 129



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



ARNOLD SCHWARZENEGGER  
GOVERNOR

March 9, 2010

CYNTHIA BRYANT  
DIRECTOR

RECEIVED

MAR 24 2010

ENVIRONMENTAL COORDINATION SERVICES

Maywan Krach  
Placer County Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, CA 95603

Subject: Bohemia Retail Project  
SCH#: 2001042086

Dear Maywan Krach:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 4, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

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

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

Sincerely,

Scott Morgan  
Acting Director, State Clearinghouse

Enclosures  
cc: Resources Agency

129-1

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044  
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

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Document Details Report  
State Clearinghouse Data Base

Letter 129  
Cont'd.

SCH# 2001042086  
Project Title Bohemia Retail Project  
Lead Agency Placer County

**Type** EIR Draft EIR

**Description** The proposed project would be constructed as a single-phase retail development consisting of an approximately 155,000 square-foot building on 18.82 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. For public safety purposes, the project includes installation of perimeter fencing. In addition, portions of the site adjacent to the existing railroad, canals, and the PG&E corporation yard, will be either walled or fenced. A wood fence would be constructed along the northern property line, adjacent to existing residences, and a solid masonry wall would be constructed along the eastern boundary of the sites, adjacent to Canal Street. An underground detention pond is proposed in the northwestern portion of the site.

**Lead Agency Contact**

**Name** Maywan Krach  
**Agency** Placer County Community Development Resources Agency  
**Phone** 530-745-3132 **Fax**  
**email**  
**Address** 3091 County Center Drive, Suite 190  
**City** Auburn **State** CA **Zip** 95603

**Project Location**

**County** Placer  
**City** Auburn  
**Region**  
**Lat / Long** 38° 55' 54" N / 121° 05' 10" W  
**Cross Streets** SR 49 and Lufer Road  
**Parcel No.** 052-102-012, -013, 017, -053  
**Township** 12N **Range** 8E **Section** 33 **Base** MDB&M

**Proximity to:**

**Highways** SR 49, I-80  
**Airports** Auburn Municipal  
**Railways** Union Pacific  
**Waterways** Rock Creek Lake, Wise Canal  
**Schools** Legacy Christian, Chana High, Jack&Jill Pre-Sch, Rock Creek ES....  
**Land Use** PLU: Former lumber yard that is currently vacant.  
Z: Commercial Planned Development, Combining Design Scenic Corridor, with Airport Over-flight.  
GPD: General Commercial.

**Project Issues** Air Quality; Archeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Public Services; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Landuse; Aesthetic/Visual; Wetland/Riparian

Note: Blanks in data fields result from insufficient information provided by lead agency.

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Document Details Report  
State Clearinghouse Data Base

Letter 129  
Cont'd.

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<b>Reviewing Agencies</b>	Resources Agency; Department of Conservation; Department of Fish and Game, Region 2; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Management Agency, California; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 3; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission		
<b>Date Received</b>	01/19/2010	<b>Start of Review</b>	01/19/2010
		<b>End of Review</b>	03/04/2010

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Note: Blanks in data fields result from insufficient information provided by lead agency.

**Letter 129: Governor's Office of Planning and Research, State Clearinghouse**

**Response to Comment 129-1**

The comment does not address the adequacy of the Draft EIR, but rather indicates the County's compliance with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

**REQUEST FOR STAFF REVIEW**

**PLACER COUNTY  
AIRPORT LAND USE COMMISSION (ALUC)**

299 Nevada Street  
Auburn, CA 95603

Phone: 530.823.4030  
Fax: 530.823.4036

Date Received: 2.25.2010

Received From:  
Placer County CDRA

Airport Name:  
Auburn Municipal Airport

ALUC Case No.: 2009/2010 -- 10

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**Project Title: Bohemia Retail Minor Use Permit (T2010 0058)**

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**Project Description:**

Initial Project Application, Minor Use Permit, and Design Review for the construction of a 155,000 SF retail building on 18.62-acres located on the east side of SR 49 near the intersection of SR 49 and Luther road (AP 052-102-012/-103/-017/-053) in north Auburn.

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Application for:     Rezone     General/Community Plan Amendment     Other

**Background**

Airport Land Use Commission (ALUC) staff, based on Placer county requests, have prepared a number of comments for the following environmental reviews and proposals.

- Fiddlergreen Subdivision—EIR NOP (PSUBT2004 0773) - ALUC 2004/2005-26 (May 5, 2006)
- Bohemia Subdivision – DEIR Comments - ALUC 2006/2007 – 15 (December 21, 2006)
- Bohemia Subdivision (PSUBT2004 0773) - ALUC 2006/2007-15A (April 16, 2007)
- Off-Site COSTCO Sign (PMPC T2008 0278) - ALUC 2007/2008 – 13 (June 11, 2008)

As noted in previous notes, the ALUC's mandatory responsibility is to review proposals for consistency with the Placer county Airport Land Use compatibility Plan (PCALUCP). Review of environmental documents such as DEIRs is not required. Comments on environmental documents were offered to facilitate formal ALUC reviews of the proposed project. The following is the formal PCALUCP consistency determination for the proposed project.

**ALUC Staff Comments**

The project site is approximately 1.5 miles from the Auburn Municipal Airport runway. The PCALUCP, illustrates that the site is in the in the airport's influence area boundary (see

**PLACER COUNTY  
AIRPORT LAND USE COMMISSION**

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attached map)<sup>1</sup>. One Compatibility Zone (Figure 3A and Compatibility Zone Boundary descriptions – pages 3-4/5) lies over the site.

- Compatibility Zone D – the Other Airport Environs -- is sometimes overflowed by aircraft arriving and departing the airport. Hazards to flight are usually the only compatibility concern.

Primary Compatibility Criteria (Table 2A) summarizes maximum density/use intensity, prohibited uses, and other development conditions. Appendix D – Compatibility Guidelines for Specific Land Uses – cites that all retail uses and large shopping centers are generally compatible (Table 2A) in Compatibility Zone D.

The PCALUCP requires that an ALUC consistency determination be completed on a proposed project before local agency approval.

*Note. State law requires each local agency with jurisdiction for land uses within an ALUC's planning area to modify its general plan and specific (community) plans to be consistent with an airport land use compatibility plan. To date, Placer County has not completed this requirement.*

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**ALUC Staff Evaluation**

**1. Noise.** The site is outside of the airport's noise contours.

*The proposal is consistent with PCALUCP noise provisions.*

**2. Safety.** Zone D has no commercial use intensity limits.<sup>2</sup> According to the PCALUCP, land uses such as spectator-oriented sports stadiums, amphitheaters, and concert halls that attract very high concentrations of people in confined areas are generally prohibited. No use is to be prohibited in Zone D if its usage intensity is such that it would be permitted in Zone C2 (100 people per acre average for the site and 300 people per single acre).

To determine use intensity for the proposed project and the mixed use alternative, the following **assumptions** were made:

- Retail Off-street parking -- County Planning staff indicated 1 parking space per 300 SF gross floor area
- Gross acreage -- 18.62 acres – no adjacent street frontages

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<sup>1</sup> See PCTPA's web site ([www.pctp.net](http://www.pctp.net)) for more on the PCALUCP.

<sup>2</sup> Use intensity is a general planning guideline to aid in determining the acceptability of proposed land uses. The PCALUCP specifies that use intensity in unincorporated Placer County is to be calculated based on required off-street parking spaces (Primary Compatibility Criteria – Table 2A, appendix C, and appendix D). In addition, a site's 'gross acreage' is used to determine use intensity. This gross acreage is the parcel area plus one half of fronting streets.

were considered.

Based on these **assumptions**, the proposed project (discount club/superstore) and the mixed use alternative would not exceed Zone C2 use intensity limits.<sup>3</sup>

**The proposal is consistent with PCALUCP safety provisions.**

**3. Airspace Protection.** Compatibility Zone D requires an airspace review by ALUC staff for structures greater than 150'-high. Federal Aviation Administration (FAA) notice may also be required.

**The proposal would be consistent with PCALUCP airspace protection provisions if no structures exceed 150'.**

**4. Overflights.** Overflight compatibility concerns encompass a combination of noise and safety issues. There are no overflight compatibility provisions for Compatibility Zone D.

**The proposal is consistent with PCALUCP overflight provisions.**

*General Note: the ALUC staff recommends that anyone intending to offer land for sale or lease with the airport's influence area to disclose this fact. California's Business and Professions Code (Section 11010) and Civil Code (Sections 1102.6, 1103.4, and 1353) specify required disclosure for certain actions. See [www.leginfo.ca.gov/calaw](http://www.leginfo.ca.gov/calaw) (Find California Law).*

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<sup>3</sup> <u>Proposed Project – Discount Club/Superstore</u>	
155,000 SF building / 300 SF (517 spaces x 1.5 people per space)	= 776 people
776 people on site / 18.62 acres (no street frontages included)	= 42 people per acre average for the site
776 people on site / 3.55 building footprint	= 219 people per single acre.
 <u>Mixed Use Alternative</u>	
64,300 SF building / 300 SF (215 spaces x 1.5 people per space)	= 323 people
35,700 SF building / 300 SF (119 spaces x 1.5 people per space)	= 179 people
502 people on site / 18.62 acres	= 27 people per acre average for the site
323 people (64,300 SF building) / 1.47 building footprint	= 220 people per single acre.
35,700 SF building footprint is less than one acre in area	= 179 people per single acre (building occupancy)

PLACER COUNTY  
AIRPORT LAND USE COMMISSION

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**Applicable ALUC Plan:**

Placer County Airport Land Use Compatibility Plan – October 25, 2000

**Applicable ALUC Policy:**    Noise    Safety    Airspace Protection    Overflight

Compatible

**Compatible subject to Conditions (see ALUC staff comments)**

Incompatible because of –

Safety

Noise

Height

Density/Intensity

**Reviewed by:**

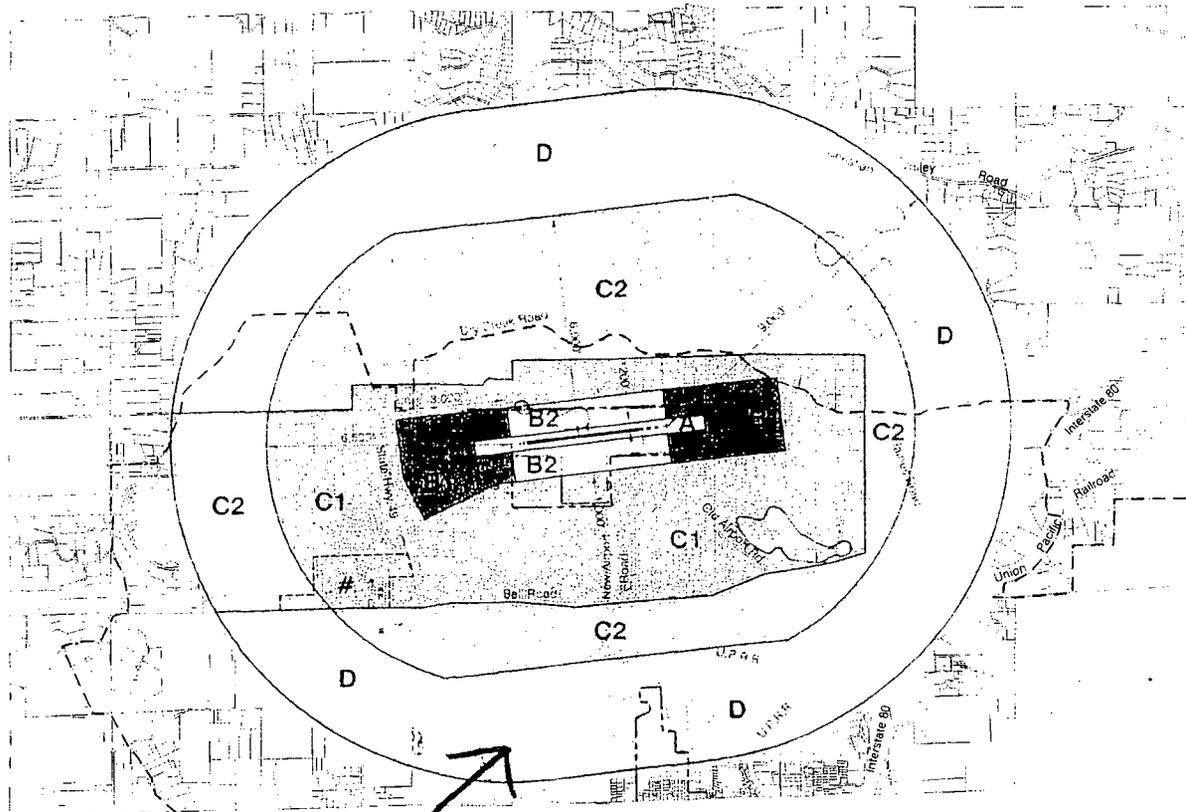
**Date:**

Stan Tidman, Sr. Planner – TEL: 530.823.4033

March 8, 2010

Copies:            City of Auburn

Bob Richardson, City Manager  
Will Wong, Community Development Director



PROJECT SITE

Legend

Compatibility Zones

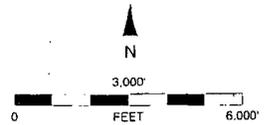
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D

Height Review Overlay Zone

Boundary Lines

- Airport Property Line
- Auburn City Limits
- Auburn Sphere of Influence

Note: longitudinal dimensions measure from end of primary surface, 200' from ends of extended runway



Source: Shutt Moen Associates (October 25, 2000)

Figure 3A

Compatibility Map  
Auburn Municipal Airport

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