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Sun, 06/13/10

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MOBILE-NOTARY

## Sales tax keeps Placerville financially solvent

Posted by admin in [News](#) on May 15th, 2010 | [no responses](#)



By Carlos Alcalá, Sacramento Bee

There's plenty of bustle on Placerville's Main Street, but it's a small-town kind of bustle, not the sort that suggests an economic giant.

Despite the quaintness of the old town, this city has the Sacramento region's highest per capita sales tax revenue – accomplished without the big new malls and auto centers of nearby economic behemoths Folsom and Roseville.

Based on a Bee analysis of sales tax revenue, Placerville's revenue for 2009-10 comes to \$280 for each man, woman and child in town.

[Read the whole story](#)

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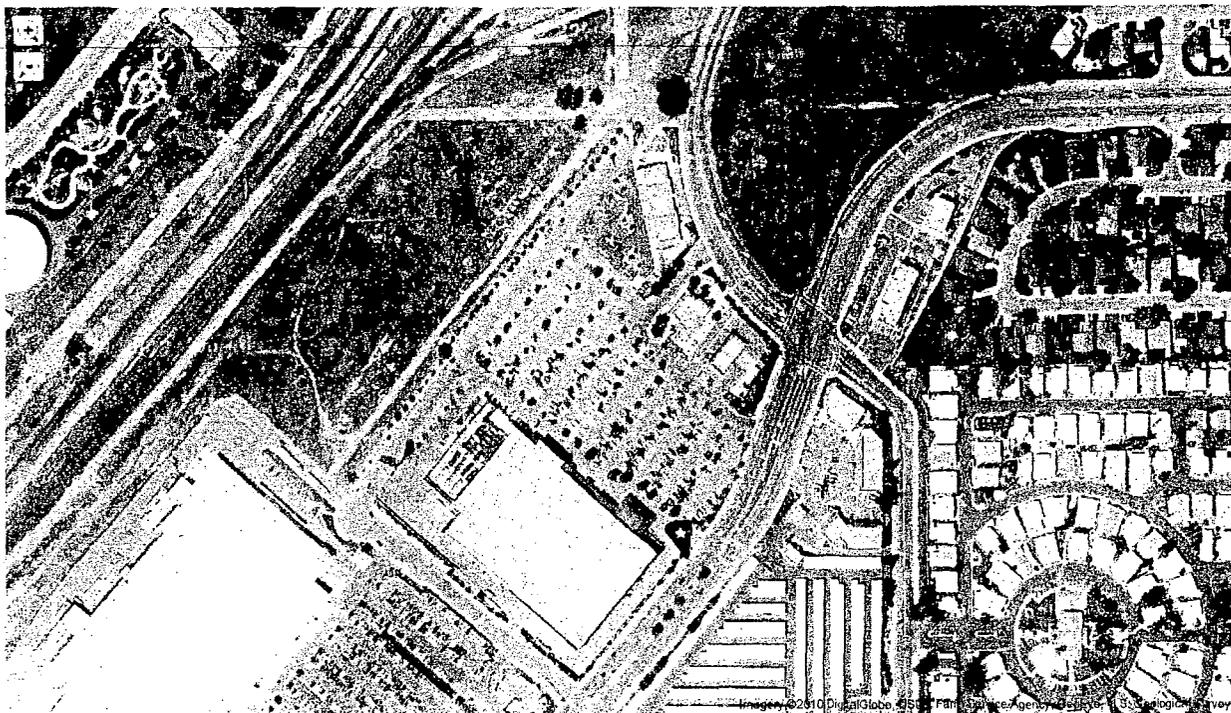
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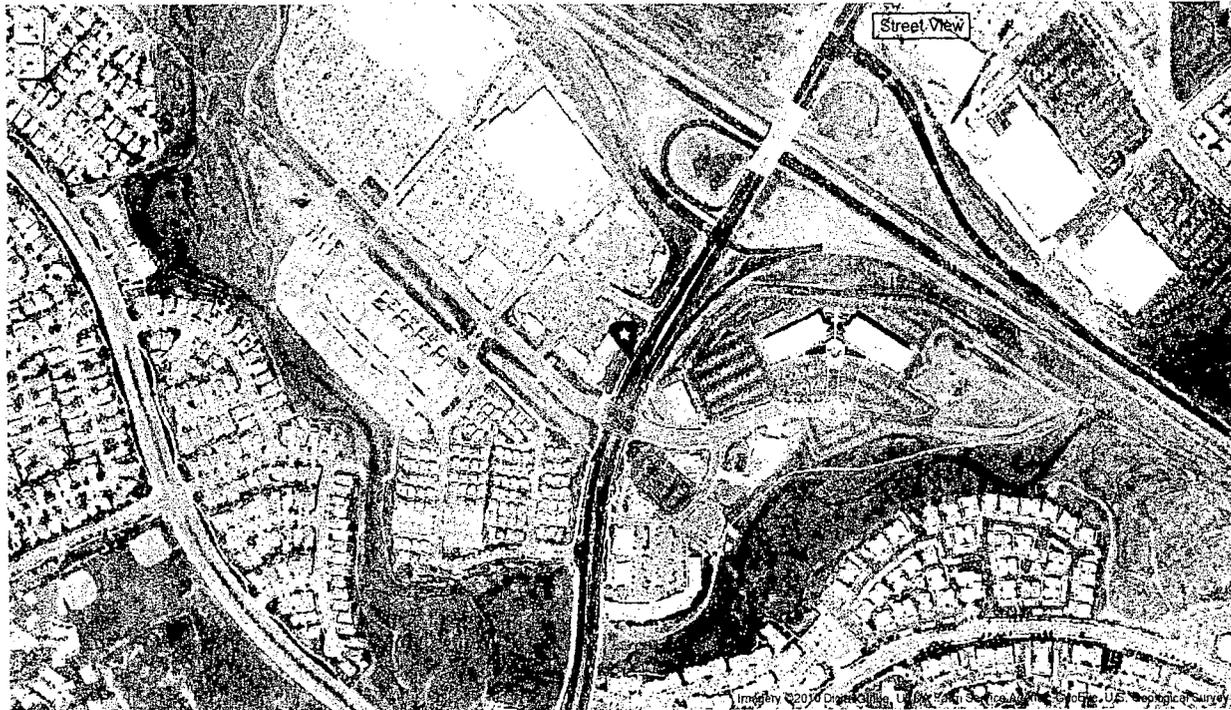
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Invite People to Join

"Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed it's the only thing that ever has." Margaret Mead, Anthropologist.

**Information**

Category:

Organizations - Community Organizations

Description:

A new development is being proposed to build a probable Walmart Supercenter (a.k.a. The Bohemia Walmart Project) at the intersection of Highway 49 and Luther Road in Auburn. This could have enormously negative effects on our community which include:

- Massive increase of traffic on Highway 49
- Noise and light pollution
- Loss of revenue for local businesses
- Create more job losses
- Safety issues
- Less tax revenues for Placer County

Help stop this development which could have disastrous... (read more)

Privacy Type:

Open: All content is public.

**Admins**

Kelsey Johnson (Placer High) (creator)

*Members*

**Members**

6 of 546 membersSee All



**Photos**

1 photoSee All



**Links**

3 of 6 linksSee All

Placer County California

5:54pm Jun 16

[www.placer.ca.gov](http://www.placer.ca.gov)

12:30pm Jun 14

Wal-Mart :The High Cost of Low Prices (Part 1 of 11)

12:47pm Jun 3

### Events

**3 upcoming events** [See All](#)

- Municipal Advisory Council Mee...  
3091 County Center Drive  
Tuesday, June 29 at 7:00pm
- Final Environmental Review Report  
Thursday, July 1 at 11:00am
- Placer County Planning Commiss...  
3091 County Center Drive  
Thursday, July 8 at 10:00am

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**Stop the Building of a WalMart in Auburn!**

•

June 23, 2010

Environmental Coordination Services  
Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, CA 95602  
pg. 1

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JUN 24 2010

ENVIRONMENTAL COORDINATION SERVICES

RE: Final EIR Bohemia Retail Project

To Whom It May Concern:

After attempting to read and understand the final EIR draft, I have two questions regarding the MMRP.

(1) Luther Road/Canal Street (Intersection #18) 8-3(b)

- \* Signalize the intersection

If there shall be no Canal Street access - then why do we need this signal??

Wouldn't this result in more air pollutants for the residents in the mobile home park from stagnant cars waiting at the intersection?

(2) Cumulative Impact to regional air quality 18-(9)

*18-9(h) In order to mitigate the project's contribution to long-term emission of pollutants, the applicant shall:*

- 1. Participate in the Placer County Air Pollution District Off-site Mitigation Program by paying the equivalent amount of money, which is equal to the projects contribution of pollutants (ROG and NOX), which exceeds the cumulative threshold of 10 pounds per day. The estimated total amount of excessive ROG and NOX for this project is 9.87 tons. The estimated payment for the proposed project is \$141,141 based on \$14,300 per ton. Prior to the issuance of building permit, the actual amount to be paid shall be determined, per current California Air Resource Board guidelines;*
- 2. Participate in an off-site mitigation program, coordinated through the Placer County Air Pollution Control District, to offset the project's long-term emission of pollutants. Examples include participation in a "Biomass" program, retrofitting mobile sources (i.e. busses, heavy duty diesel equipment), or any other program*

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pg 2

June 23, 2010

Environmental Coordination Services  
Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, CA 95602

*APCD. Any proposed off-site mitigation shall be located within the same region as the proposed project.*

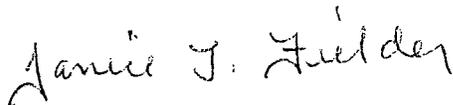
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Does this mean that even if the project exceeds acceptable cumulative pollutant thresholds, it's acceptable if monies are received and off-site projects are implemented?

How does this help local residents? Are we less than significant?

Please consider impacts to surrounding neighborhoods when making your decisions regarding this project.

Respectively,



Janice L. Fielder

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

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June 25, 2010

JUN 29 2010

ENVIRONMENTAL COORDINATION SERVICES

**COPY**

SENT VIA HAND DELIVERY AND CERTIFIED MAIL

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

Members of the Placer County Planning Commission:

We continue to have several serious concerns regarding the development of the Bohemia Retail Project as presented in the Final EIR and in response to our comment letter to the Draft EIR. Responses submitted by the consultants don't consider we are not attorneys, engineers, or experts in EIRs and traffic studies, as the responses are complex, difficult to understand, & so complicated in referencing that they are indiscernible.

Our main concerns are:

1. **Lack of identified tenant(s)**  
Not identifying the tenant(s) eliminates our rights as citizens to fully evaluate the impact this project will have on our neighborhood.
2. **Lack of consistency with regard to the Auburn / Bowman Community Plan**  
Several comments have been previously submitted, but responses are not discernible.
3. **Visual Aesthetic destruction through loss of oak trees**  
The Project Landscape Plan specifies that oak trees will be planted, so why destroy live oaks currently thriving on the project property?
4. **Noise is partially mitigated via project landscaping plans**  
To create a "sound barrier," as well as an "aesthetics barrier," 65'-80' tall trees are proposed to be planted in violation of P.G.&E. and State Regulation Codes required for planting trees near high-voltage lines, which currently run along Canal Street within the Project Property. The FEIR states the "power lines would be screened from view" and shows a depiction of the aforementioned trees within the power lines.
5. **Potential Fire Hazard**  
A fire disaster equal to or worse than the 49'er fire exists due to the 3 power poles along Canal Street. The FEIR states winds are primarily from the South and Southwest. If the proposed Project Landscape Plan is allowed to be planted as currently designed, in direct violation with planting codes within high-voltage lines, and a fire is sparked, several adjacent neighborhoods will be at serious risk.
6. **Request to underground 3 power poles along Canal Street**  
To eliminate concerns #4 and #5 above.
7. **Discovery of a Placer County Redevelopment Agency (PCRA) Memorandum dated September, 2008 stating a Socio-Economic and Urban Decay Study would be funded by the PCRD.**  
The PCRA funded a study in the amount of approximately \$54,000 to evaluate the impacts of 155,000 sq. ft. retail / grocery center with fueling station on the 18.62 acre parcel referred to for this project. The study was conducted by the Economics Research Associates (ERA) and used as a reference to prepare the DEIR and FEIR. Placer County Planning Commission reassured us all studies done on the project were paid by the Developer.

Thank you for considering our comments and concerns to the FEIR.



Lari L. Knedel, BSN, RN  
13180 Erin Drive  
Auburn, CA 95603  
530-888-6465



Terre A. Davis, BS, Accounting  
13180 Erin Drive  
Auburn, CA 95603  
530-888-6465

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JUN 22 2010

ENVIRONMENTAL COORDINATION SERVICES

2060 Bandos Lane  
Auburn, CA 95603  
June 21, 2010

RE; BOHEMIA RETAIL PROJECT

Environmental Coordination Services  
Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, Ca 95602

Dear Sirs,

I am not in favor of the Bohemia retail project!!!! If the plan still includes the exit next to the canal and P.G.&E, which is right into the residential tract on Canal Street!!!!!!!

Yours truly,



Donald E. Lewis  
530-823-9270

325

2060 Bandos Lane  
Auburn, CA 95603  
June 21, 2010

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RE; BOHEMIA RETAIL PROJECT

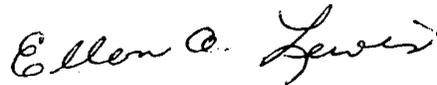
ENVIRONMENTAL COORDINATION SERVICES

Environmental Coordination Services  
Community Development Resource Agency  
3091 County Center Drive, Suite 190  
Auburn, Ca 95602

Dear Sirs,

I am not in favor of the Bohemia retail project!!!! If the plan still includes the exit next to the canal and P.G.&E, which is right into the residential tract on Canal Street!!!!!!!

Yours truly,



Ellen A. Lewis  
530-823-9270

ALLIANCE for the PROTECTION of the AUBURN COMMUNITY ENVIRONMENT

P.O. BOX 4951 AUBURN, CALIFORNIA 95604-4951 www.APACE2010.org

Date: June 25, 2010

To: Environmental Coordination Services  
Community Development Resource Agency  
Subj.: Bohemia Retail Project

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JUN 24 2010

CDRA

The responses found in the FEIR reflect the same cavalier tactics found in the DEIR where every issue is deemed to be "*less than significant*." It is astonishing that our planning department would produce a document of such poor quality.

Although, the number and magnitude of the FEIR inadequacies are overwhelming; I comment upon only one of the failures of the FEIR.

**1.5 RECIRCULATION**

A. The DEIR traffic studies for option 1 and 2 of the proposed project are bogus, as explained in comments designated as 150-13 thru 150-21 of the FEIR.

B. 15% increase in traffic will occur at the Primary Access: SR 49 / Hubert Way intersection.

C. A casual observer can attest that the intersection SR 49 / Luther Rd is a congested Disaster. Caltrans agrees.

D. A 15% increase in traffic at the already congested area of SR 49 will result in a new significant impact.

E. Text revisions of the FEIR do not provide the substantial evidence to support the claim that the 15% increase is not great enough to create significant impacts. The TIAR data presented in Appendix A of the FEIR is not sufficient information. Conclusions reached when unsupported by factual information will not suffice.

F. The DEIR and FEIR deprive the public of a meaningful opportunity for informed comment upon a substantial adverse environmental effect of the project.

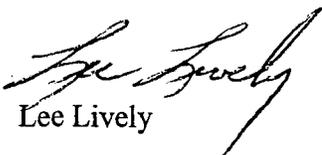
Therefore, in accordance with CEQA, the EIR is to be corrected and re-circulated.

The preceding comments are offered as a civic duty to assist in the preparation of a public document.

Now; I urge all Placer County officials, in accord with the trust placed on your office, to stand in unison in opposition to this Wal-Mart proposal. Wal-Mart is damned around the world for many good and sufficient reasons. The damage by Wal-Mart to our local economy can be predicted by the historical record of many communities similar to ours.

Do not be a part of the "unidentified occupant" pretense." Do not be deceived by the illusion of more jobs and greater revenue. Be a good neighbor.

Sincerely,



Lee Lively

CC: North Auburn Municipal Advisory Council  
Placer County Board of Supervisors

June 24, 2010

**VIA EMAIL AND U.S. MAIL**

Placer County Planning Commission  
3091 County Center Drive Suite 140  
Auburn, CA 95603

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

Dear Commissioners:

My law firm represents the Mountain Shadows Homeowners Association ("Association"), the homeowners association for Phase Three of Country Club Estates, which is the residential neighborhood served by Canal Street adjacent to the proposed Bohemia Retail Project ("Project") near Auburn, California. As demonstrated by the Final Environmental Impact Report ("Final EIR") for the proposed Project, and explained further below, the Planning Commission should approve the No Canal Street Access Alternative because the environmental impacts associated with this alternative would be less than the proposed Project and access from State Route 49 would adequately serve the proposed Project.

On June 16, 2010, the County released the Final EIR. In response to concerns raised at the public hearing for the Draft EIR, the Final EIR includes additional evaluation of the No Canal Street Access Alternative, a project alternative that would prohibit public access from Canal Street and continue to allow emergency access from Canal Street to the proposed Project site. (Final EIR, § 1.4, p. 1-6.) The initial evaluation showed that the No Canal Street Access Alternative would result in fewer land use and noise impacts by eliminating the incompatibility between heavy traffic congestion on Canal Street and the adjacent residential neighborhood. (Final EIR, § 1.4, pp. 1-9, 1-14 to 1-15.) Additionally, the developer of the proposed Project has agreed to implement the No Canal Street Access Alternative if the County agrees to this alternative and access on State Route 49 can successfully operate. (Attachment 1, Auburn Journal, April 2, 2010, Paid Advertisement from Steve Cavolt, Column 3, ¶ 2.)

With regard to traffic impacts, the Final EIR concludes that choosing the No Canal Street Access Alternative would not result in any significant traffic impacts to State Route 49 and "impacts related to transportation and circulation under this alternative would be similar to the proposed project." (Final EIR, § 1.4, p. 1-12.) In fact, prohibiting a secondary access approach on Canal Street would

actually result in fewer traffic impacts. As noted by both the Draft and Final EIRs, the first CEQA significance criterion for traffic impacts is:

An increase in traffic which may be substantial in relation to the existing and/or planned future year traffic load and capacity of the roadway system (i.e. **result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections.**)

(Draft EIR, § 8.3, p. 8-22, emphasis added; *see also* Final EIR, § 1.4, pp. 1-10 to 1-12; CEQA Guidelines Appendix G.) Under the discount club store option, there would be **904 new daily vehicle trips on Canal Street.** Under the discount superstore option, there would be **1100 new daily vehicle trips on Canal Street.** The No Canal Street Access Alternative would eliminate the negative traffic impacts that this substantial increase in daily vehicle trips would have on current users of Canal Street and the adjacent residential neighborhood served by Canal Street. In light of this additional evaluation, the Association urges the Planning Commission to approve the No Canal Street Access Alternative.

With regard to air quality impacts, the Final EIR concludes that choosing the No Canal Street Access Alternative would result in slightly greater air quality impacts due to a slight increase in carbon monoxide ("CO") emissions, but CO emissions would still remain at a less than significant level. (Final EIR, § 1.4, p. 1-13.) However, no support is provided for the conclusion that CO emissions would slightly increase due to increased congestion on State Route 49 under the No Canal Street Access Alternative. Instead, increased CO emissions from increased congestion on State Route 49 would be balanced out by a decrease in congestion at the Luther Road/Canal Street intersection under the No Canal Street Access Alternative. Further, the No Canal Street Access Alternative would reduce exposure of the adjacent residential neighborhood to air pollutants being emitted by Project-related traffic on Canal Street.

In conclusion, the Planning Commission should approve the No Canal Street Access Alternative because the No Canal Street Access Alternative has fewer environmental impacts than the proposed Project.

Very truly yours,

DOWNEY BRAND LLP



Patrick G. Mitchell

1084225.1

cc: Supervisor Holmes  
Supervisor Weygandt  
Dick McClellan (Mountain Shadows Homeowners Association)

**Attachment 1**

THIS IS A PAID ADVERTISEMENT

# Bohemia Retail Project: Let's get the facts straight!

There have been plenty of articles written in the Auburn Journal and letters to the editor from both sides. The developer of his own accord had a news release. He had a meeting for the neighbors. And yet there is still plenty of misinformation and all kinds of false statements being made about the project. So I am going to state the facts for all to see.

### History of the Site

The current site was owned as the Bohemia Lumber Mill, for years and most employees. It became a dry factory again until 1984. In 1984 when the lumber mill closed and the property was acquired, it was zoned for commercial shopping center use. The Puffer Green and other residential subdivisions in the area were started in 1970 while the Bohemia Lumber Mill was in full operation. Puffer Green and other subdivisions were mostly built out by 1984. The Bohemia property has been zoned commercial shopping center use for 28 years. The developer, Jim Conroy, acquired the property 22 years ago in 1987 with the current shopping center zoning.

The site has been zoned for retail use for 25 years and has been identified and zoned for retail use in every Placer County Land Use Plan that affects the property. The zoning plans are the Placer County General Plan, the Auburn-Bowman Community Plan and the Auburn-Bowman Development Agency Plan. All of these plans had dozens of public hearings that discussed the use and zoning of the Bohemia Property.

The Auburn-Bowman Plan was adopted in 1994 and had many public hearings that were held for years. During all of these public hearings there was never any opposition on the part of the neighbors or the neighborhood associations to change the zoning, the use of the Bohemia property or the access to Canal Street.

### Neighborhood / Personal Responsibility

A number of years ago I was looking at buying a house in Rocklin. There was a large vacant lot behind the house that I was going to buy. I asked my realtor what was going to happen with that vacant property and she wasn't sure, so I took it upon myself to go to the city and find out. The city said it was zoned commercial shopping center use. But that didn't mean she was holding out one of the lots. I had a choice to make, do I go ahead and buy the house knowing that there could be a shopping center built behind me or do I find something else. I made the choice to buy the house and it then became my issue if something got built. It did get built and I sold the house a few years later and made a profit.

The point being, the Bohemia property had been zoned commercial shopping center use for 28 years. I had dozens of public-use hearings and a 18.7-acre vacant lot that fronts Canal Street with Highway 49 on the opposite side. Personal responsibility is at the forefront of this issue. If you ask anyone to know what is a large vacant piece of property such as this, it is your responsibility to investigate what could be developed there. If you already live next to a piece of property such as this and you feel strongly about the use and how it could affect you from a personal responsibility to voice your concerns at the public hearings on the land use plan during the public hearing process. The neighbors did not voice their concerns.

The developer's responsibility was to make sure the property he was buying had the correct zoning for the intended use and it did. Therefore he did his job of taking personal responsibility.

### Land Use & Private Property Rights

Private property rights are the basic and essential freedoms bestowed to all Americans by the Constitution of the United States. What this means is that each private property owner, whether it be the neighbors or the developer of the commercial property, has a right to their individual property and the use thereof which is determined by the specific zoning given to each parcel by the planning commission and board of supervisors.

Jim Conroy, the developer, is a private property owner and he did what the Bohemia property 28 years ago with the shopping center zoning. Mr. Conroy's property went through numerous public-use plans over the last 26 years and not once did the zoning ever change from shopping center type of use. His private property rights are no different nor better or worse than any other private property owner in the neighboring area. Therefore

according to the zoning, land-use plans and Constitution, he has every right to develop his property just like you or I would.

Land-use plans are designed just created to manage growth in a unified way for the greater good of all in the community. The Bohemia project has the endorsement of the Placer County Contractors Association board members and thousands of people in the surrounding area. The Redevelopment Agency, the Planning Commission and Board of Supervisors over the last 26 years have created a general plan and community plan for the area which encompasses the Bohemia Project. The fact is that the Bohemia project is the fulfillment of these public policy land-use plans or do we allow land-use planning to be taken over (as proposed by some) by "mob rule" and dictate to the Planning Commission and Board of Supervisor's land-use decisions? I think not all those who live in that question.

"Mob rule" has never been the answer. Again, the zoning and land-use guidelines for the property must prevail according to the general plan, community plan and redevelopment agency plan as well as the Planning Commission, Board of Supervisors and private property rights as stated in the Constitution.

### Neighbors say that retail should not be next to or interact with Residential Property

According to industry sources it is estimated that more than 70% of shopping in the U.S. does and is done from about 10 minutes with the surrounding residential neighborhoods. A few examples are the East Cape Marketplace and Sunrise Mall in Citrus Heights, Arden Fair Mall in Sacramento - all sprawling, multi-story centers. Our own Staples-Aldi are other residential property and has direct access into a residential area. Each of these and the vast majority of centers about residential property and in many cases have direct street access to the surrounding neighborhoods. History has proven that these relationships work very well. The portion of the Auburn-Bowman Community Plan that which the Bohemia project is part of, shows that several commercial property about residential property is every case. (see Bohemia EIR regarding land use on page 4-4, figure 4-1)

Neighbors say that the project is in a purely residential neighborhood and that is entirely false! The fact is approximately 74% of the Bohemia project is surrounded by industrial property, commercial property, railroad tracks and Canal Street (see Auburn-Bowman Community Plan). The actual number of homes that abut Bohemia is 10 and 2 of those just barely.

### Neighbors say that the impacts of this project are too much for the area

We heard many of those same arguments when Target and Home Depot came to town. Many neighbors showed up at the hearings on those projects, vocal and visible - sometimes violently - opposed to those projects. The Auburn Home Depot is one of the company's most successful stores. All of the detrimental predictions of traffic gridlock, accidents, death, destruction of the community and destruction of small businesses never happened.

Some have raised concerns over noise. The front of the building faces Highway 49, the back faces Canal Street and one side faces the subdivision. There will be 6- and 8-foot architectural sound walls with an abundance of landscaping to buffer any noise from the street. Additionally, the developer has required that delivery trucks will not be allowed to all over the street except while they load or unload merchandise.

### Neighborhood Traffic Issues - They want Canal Street access closed and no signal at Canal and Luther

One of the first things that the developer did for the neighbors was to agree to a condition that no commercial traffic would be allowed onto Canal Street for any reason whatsoever in regards to this project. Other false information being spread and written about is that amount of additional vehicle traffic onto Canal Street which needs clarification as well. Under the discount membership club

scenario of the Bohemia EIR table 2.7 it states that 904 new vehicle trips on Canal Street would be created to and from the shopping center. These trips include the immediate neighbor trips and trips from neighborhoods up Luther Road.

Another thing that the developer did was to include a traffic signal at Canal and Luther streets even though the traffic study indicated it was not necessary. He agreed to do it because that's what the neighbors wanted at the time. Now it appears they don't want it, so the developer has agreed not to do it.

The biggest issue is regarding the issue that has affected the local community seems to be the vehicle access onto Canal Street. The question I have is, if the access onto Canal Street was such a major issue, why don't you see them not any involvement by the neighbors in all the public hearings that discussed it? The zoning, zoning and the access onto Canal Street. Again, it's not lack of personal responsibility in the public hearing process. This is seemingly the biggest issue between the developer and the neighbors. Canal Street is a public street owned and maintained by Placer County. The neighbors don't own it, neither does PG&E and they or not, the developer has the same rights to Canal Street as the neighbors and PG&E. The neighbors drive their cars and trucks on Canal Street and so does PG&E and that includes trucks and other large commercial vehicles. Conversely, the developer would consider the closing of Canal Street if the access on Highway 49 can operate successfully and if Placer County agrees.

### Bohemia Project - Benefits to the Community

One of the greatest benefits to the Auburn community especially in this economic climate is the creation of jobs and more jobs to local residents. According to Costco, one of the proposed users, 350 full-time jobs will be created. And just like when Home Depot opened, hundreds of people will be standing in line waiting to apply for these jobs. And hundreds of contractors and related jobs will also be created with the development of the Bohemia project.

The Bohemia Retail Project is a \$25-30 million dollar construction project which the community certainly needs. Why, again jobs and it saves money in the community, stops sales tax leakage to other communities and generates over \$1.1 million dollars annually in tax revenue for Placer County. It also creates more affordable shopping opportunities thereby attracting the value of your dollar.

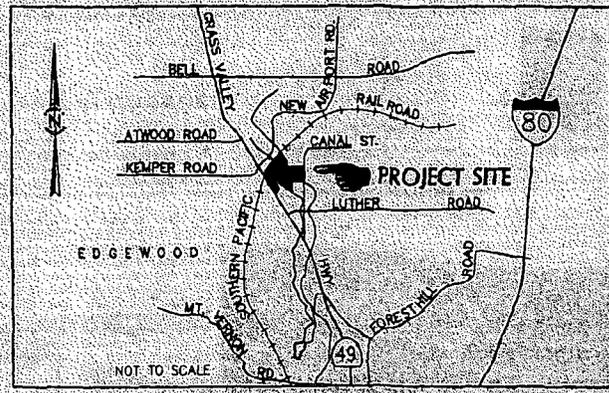
There are many communities, including Auburn, that have marketing efforts that say, "Think Local First" several reasons to shop local are: re-circulate more money in the local community and "shopping local means consumer money on fast costs". This project does that and more, it will reduce the environmental impact by reducing the number of vehicles that travel down to Rocklin and Rocklin, thereby saving fuel and reducing emissions which save the consumer time and money.

Another benefit to the community is the people and travel from other communities such as Grass Valley, Nevada City, Colusa, Yuba City, Marysville and other neighboring areas to shop at the Bohemia Retail Center and spend money in our community. And once they are here they will end up doing more shopping in our community, filling their gas tanks at local gas stations and staying for lunch or dinner creating more business for the local restaurants.

The other benefit in getting the Bohemia Retail Center built is that it will act as an "anchor tenant" to help get the newly vacant Auburn Plaza next door opened. And as Dr. Bill Kirby, Auburn City Council member, said in an online discussion on 2/20/10 "And don't think that Dr. Kirby is all the "table" and I totally agree with Dr. Kirby. Trader Joe's had looked at the Auburn Plaza last year, but there was no anchor tenant. Therefore, with the Bohemia project, it is entirely possible that we could see Trader Joe's and other anchors within another look at the Auburn Plaza. Obviously that would be another great benefit for local consumers and the local economy as well."

The bottom line is that the Bohemia Retail Project is not just a benefit that brings to the Auburn community. And the developer according to the zoning, land-use plans and Constitution has every right to develop his property just like you or I would if we owned the property. If you have questions or comments, please email me at the address shown below.

THIS AD PAID FOR BY:  
Steve Cavolt  
Project Coordinator  
Bohemia Properties, LLC  
scavolt@gmail.com



**From:** Suzanne Peterson  
**To:** Placer County Environmental Coordination Services;  
**Subject:** Fw: Bohemia Retail Project  
**Date:** Monday, June 28, 2010 2:56:58 PM

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Attention: Environmental Coordination Services  
Community Development Resource Agency  
Planning Commission  
Auburn, California

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

We oppose a big box store at the old Bohemia Lumber Mill site. We expressed our concerns previously when the project had proposed access on Canal Street but we want to reiterate that we are still opposed to a large "big box " store at this location on Hwy 49.

We would like you to address two of our concerns and would appreciate logical, truthful answers to the following;

1) Traffic impact, and 2) Protection of existing, native Oaks:

1) Traffic Impact:

Highway 49 between Nevada Street and Dry Creek Roads is already congested. Adding a Big Box store between Luther and New Airport Road would exasperate the situation not only on 49 but on New Airport Road and Luther Road. Vehicles with shoppers from up Interstate 80 (Meadow Vista to Alta) and also Foresthill will now be traveling to North Auburn to shop at this location. This section of 49 has already been widened and additional turn lanes have been added, yet the traffic flow is still slow and frustrating for drivers not only during the morning and evening commute hours, but every afternoon starting at noon. Having one sole entrance/exit on Hulbert Way to this Big Box store will make the traffic on 49 unbearable, especially during the long construction phase and then every holiday season. What feasible solution does the county have to mitigate the increased traffic that this big box store will cause? Also, please address how the County could believe that the increased air pollution due to this stop and go traffic would be acceptable for residents of this area.

The responses in the FEIR do not adequately address these issues.

## 2) Protection of Existing, Native Oaks

There are several large and healthy Oak trees in the southeast corner of the Bohemia lot near the PG&E yard and Canal Street. Over the years I have seen many developments in the Foothills; they always have the orange plastic fencing around the natural outcroppings of Oak Trees, even smaller ones, to protect the Oaks from being removed or harmed during construction. I believe it is a County ordinance that native Oak trees have to be protected. Even homeowners must get special permission from the County to remove an Oak Tree from their private property after proving that the tree is a detriment to their or a neighbor's home. Why is Mr. Conkey's development an exception to this regulation? Now that the development is not going to have a public access driveway in this corner of the development, why couldn't most of these trees be saved? Mr. Conkey stated publicly that his plan calls for clear-cutting the entire lot. I realize that his plans also include planting other non-native trees that will take 10 years to mature but that is not a suitable substitution for these mature native Oaks. Mr. Conkey already was allowed to destroy several other mature Oaks during the first phase of his development along Hwy 49. It was outrageous to think he would successfully transplant those Oaks. Who was the Arborist that convinced the County Planners to "okay" that fiasco? Please explain the rationale behind allowing this developer to destroy more Oak Trees. The response in the FEIR does not adequately address this issue.

Sincerely,

Suzanne H. Peterson

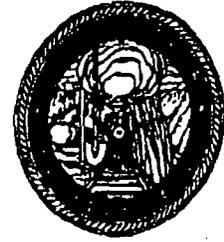
Suzanne Peterson, CPA  
12911 Erin Drive  
Auburn, CA 95603  
530.887.8707

**From:** GLORIA  
**To:** Placer County Environmental Coordination Services;  
**Subject:** Bohemia  
**Date:** Wednesday, June 16, 2010 3:30:56 PM

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**This project does not belong there. It is a neighborhood with families. Tell Conkey to buy the 84 Lumber property and put his project there. Thanks for listening, Gloria Stallman, 12164 Laurel Dr, Auburn--Woodside Village MHP**

County of Placer  
**NORTH AUBURN MUNICIPAL ADVISORY COUNCIL**  
P. O. Box 6983  
Auburn, CA 95604  
County Contact: Administrative Aide (530) 889-4010



June 30, 2010

Placer County Planning Commission  
3091 County Center Drive #140  
Auburn, CA 95603

Re: Bohemia Project

Dear Commissioners:

At the June 29, 2010 North Auburn Municipal Advisory Council meeting, the members voted to recommend approval for the Bohemia Project as presented by County Staff. Vote: 4 support/1 opposed/2 absent.

Sincerely,

A handwritten signature in cursive script, appearing to read "Greg Wilbur".

Greg Wilbur  
Chair

cc: Placer County Board of Supervisors  
Michael Johnson, Director, Community Development Resource Agency  
Gerry Haas, Placer County Planner