

Shirlee Herrington

From: Gina Fleming
Sent: Thursday, July 08, 2010 2:43 PM
To: Ann Holman; Anthony La Bouff; Beverly Roberts; Brian Jagger; Cheryl Shakro; Gina Fleming; Jennifer Montgomery; Jennifer Pereira; Jim Holmes; Kathi Heckert; Kirk Uhler; Linda Brown; Melinda Harrell; Michael Johnson; Mike Boyle; Nicole Hagmaier; Pat Malberg; Robert Weygandt; Rocky Rockholm; Ruth Alves; Shirlee Herrington; Steve Kastan; Teri Sayad-Ivaldi; Tom Miller; Vicki Roush
Subject: FW: Walmart

From: Tom [mailto:tomgf@live.com]
Sent: Thursday, July 08, 2010 9:34 AM
To: Placer County Board of Supervisors
Subject: Walmart

Hon. Supervisors,

As a 30 yr. resident and former business owner of Auburn Janitorial, my wife and I oppose the approval of Walmarts' incursion into the greater Auburn area. Our business ended in 1994 due to a large influx on out of area janitorial service providers who have not ever headquartered in the area. Walmart will ruin MANY local local retailers, service providers and longtime businesses and will devastate foothill agriculture many small businesses. The personality and flavor of our semi rural town will be severely compromised forever. The charm of many business pockets that have been developed over the years by the Chamber of Commerce and local merchants will be for not and the feeling of being able to guide and control much of our local economy will be discarded.

Existing Walmarts are not that far away and having one every 8 or 10 miles (sometimes less) is evidence of VERY predatory business and retail destruction of small, family locally run establishments. The traffic congestion on hwy. 49 will increase tremendously and all of hwy. will be negatively impacted along with other negative impacts on our area.

I would hope our county planners and visionaries of our area future would more seriously consider encouraging moderate to smaller sized establishments that are more locally financially based and linked to our other area enterprises and commerce.

Thomas and Debora Faciana.

Shirlee Herrington

From: Gina Fleming
Sent: Thursday, July 08, 2010 7:41 AM
To: Ann Holman; Anthony La Bouff; Beverly Roberts; Brian Jagger; Cheryl Shakro; Gina Fleming; Jennifer Montgomery; Jennifer Pereira; Jim Holmes; Kathi Heckert; Kirk Uhler; Linda Brown; Melinda Harrell; Michael Johnson; Mike Boyle; Nicole Hagmaier; Pat Malberg; Robert Weygandt; Rocky Rockholm; Ruth Alves; Shirlee Herrington; Steve Kastan; Teri Sayad-Ivaldi; Tom Miller; Vicki Roush
Subject: Bohemia Wal-Mart project
Importance: High

Gina
Clerk of the Board
889-4020

From: jason sinclair long [mailto:jasonsinclairlong@hotmail.com]
Sent: Wednesday, July 07, 2010 8:58 PM
To: Placer County Board of Supervisors
Subject: Bohemia Wal-Mart project

7-7-10

Dear Supervisors,

Even though I wasn't born here, I have lived the greater part of my life in Auburn. During those years, I've seen a great deal of progress come to the area. Some of it has helped to nudge Auburn and surrounding areas gently into the fray of the future, while some has been a bit more jarring. The community has, of course, taken it all in stride and maintained its small-town beauty and dignity, while swapping out its old britches for something closer to the what the bigger cities wear.

The proposed 24-hour Wal-Mart threatens not only the very core that makes Auburn what it is, but it also puts the local environment, economy and housing market in peril. To even consider allowing a potential blight like Wal-Mart to scar the face of Auburn is remiss. These "mega-stores" descend upon growing communities without concern for the environment, and they routinely put small local stores out of business. Statistically, when they move in, the values of nearby homes plummet as crime in the area skyrockets. Traffic increases, choking the area with exhaust and increased road rage. Not to mention the bigger economic picture: it's stores like this that have created one of the biggest problems facing our world today—extremely low prices at the expense of disastrous hidden costs to communities and the environment. I can say without hyperbole that my wife and I have already begun our search for new housing and employment elsewhere, in case this plan comes to fruition. We simply cannot see raising our children in a "Wal-Mart" community.

I urge you to please reconsider your approval of this proposal. Think of the local environment, small businesses and the greater economy when making your decision. In the words of John Clapham, please remember that "Economic advance is not the same thing as human progress."

Thank you for your time.

Cordially,

Jason Sinclair Long

Teacher, Placer High School
Auburn resident

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The New Busy think 9 to 5 is a cute idea. Combine multiple calendars with Hotmail. [Get busy.](#)

Shirlee Herrington

From: Gina Fleming
Sent: Thursday, July 08, 2010 2:43 PM
To: Ann Holman; Anthony La Bouff; Beverly Roberts; Brian Jagger; Cheryl Shakro; Gina Fleming; Jennifer Montgomery; Jennifer Pereira; Jim Holmes; Kathi Heckert; Kirk Uhler; Linda Brown; Melinda Harrell; Michael Johnson; Mike Boyle; Nicole Hagmaier; Pat Malberg; Robert Weygandt; Rocky Rockholm; Ruth Alves; Shirlee Herrington; Steve Kastan; Teri Sayad-Ivaldi; Tom Miller; Vicki Roush
Subject: FW: Bohemia Project's EIR

From: joyce spence [mailto:joycespence@hotmail.com]
Sent: Thursday, July 08, 2010 8:15 AM
To: Placer County Board of Supervisors
Subject: Bohemia Project's EIR

Objections:

Too close to neighborhood homes
Will cause considerably more traffic on already congested Highway 49
Increase in traffic will engender worse air quality
Will cause more small businesses to go under
One big box store is enough
Will erode the uniqueness of this special town

Joyce Spence
224 Katherine Way
Auburn 95603

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Shirlee Herrington

From: Gina Fleming
Sent: Monday, July 12, 2010 3:58 PM
To: Ann Holman; Anthony La Bouff; Beverly Roberts; Brian Jagger; Cheryl Shakro; Gina Fleming; Jennifer Montgomery; Jennifer Pereira; Jim Holmes; Kathi Heckert; Kirk Uhler; Linda Brown; Melinda Harrell; Michael Johnson; Mike Boyle; Nicole Hagmaier; Pat Malberg; Robert Weygandt; Rocky Rockholm; Ruth Alves; Shirlee Herrington; Steve Kastan; Teri Sayad-Ivaldi; Tom Miller; Vicki Roush
Subject: FW: wal-mart

Gina
Clerk of the Board

From: Matthew Whitley [mailto:threeltpigs@hotmail.com]
Sent: Monday, July 12, 2010 2:51 PM
To: Placer County Board of Supervisors
Subject: wal-mart

afternoon. my name is matthew whitley. I am afreelance photographer based and living here in Auburn for the better part of my 40 years. I am wrting to you to voice my opinion on a wal mart opening on hwy 49 @ Luther. NO!! for gods sake NO!!! I have watched as Auburn has grown into an oversized Sacramento suburb complete with box chain superstores and heavy heavy traffic. 49 is dangerous enough and you want to add more traffic? more lower wage jobs, more discrimination against female employees, running locally owned businees out? There are 2 in roseville, not more than a ten minute drive down 80. look at roseville? it used to be nice little medium sized town. Now its just a hideous sprwl of shopping centers, box store and cookie cutter homes. So you think bringing in a roseville developer is a good idea? NO! What Auburn needs is a light rail train connecting auburn to folsom, sacramento and roseville, and more commuter trains to sacramento on amtrack and more arts. this is a big one but personally, my suggestion for the town of Auburn would be to build a new high school for placer and then open a private art college on the placer roperty. as it was originally was long time ago. The reason being that auburn would benefit from having a college, bring in a small number of students, im not talking a huge school, more like Mills. But all those students would need services and could really boost the econmy of auburn. cafes, bookstores, etc. It would also give auburn artistic draws, lectures, art shows,exhibits etc. Just some thoughts for you folks.

matthew whitley
www.matthewwhitley.com

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A. Grant Macomber
Attorney
P. O. Box 248
Applegate, CA 95703

macnmac@inreach.com

530-878-1733

8/31/10
 Board of Supervisors - 5
 County Executive Office
 County Counsel
 Mike Boyle
 Planning
via email

RECEIVED
AUG 31 2010
CLERK OF THE
BOARD OF SUPERVISORS

August 30, 2010

Clerk of the Board
175 Fulweiler Avenue
Auburn, CA 95603

Re: Appeal hearing by the Board on September 28
Former Bohemia property

To the Board of Supervisors

My wife and I would welcome a big box store such as Costco or Walmart in the Auburn area. For a long time we drove to the Costco (Price Club) store on Madison Avenue. Now we drive to the stores on Highway 65, but would rather shop in the Auburn area.

I practiced law in Auburn for 34 years.

Sincerely yours,

A. Grant Macomber

Mrs. Jan Sutherland
PO Box 724
Applegate CA 95703-0724

RECEIVED
SEP 07 2010
CLERK OF THE
BOARD OF SUPERVISORS

September 1, 2010

NORTH AUBURN MUNICIPAL ADVISORY COUNCIL
PO BOX 6983
AUBURN CA 95604

DATE 9/7/10
 Board of Supervisors -
 County Executive Office
 County Counsel
 Mike Boyle
 Planning
VIA EMAIL

COPY

Dear Esteemed Council Members:

I have been a resident of and business owner in this county since 1938. As such, my late husband and I have had the established and extensive privilege of watching and bearing witness to those living in the city of Auburn and surrounding areas as they have spread, grown and flourished with the demands of an increasing population, as well as altering our own business organization and methods to meet the same.

Each of us has watched our beautiful town begin to suffer horribly this last decade due to unemployment, financial hardship, real estate collapse, and declining educational budgets, and similarly noted the increasing devastation to individual family units and the community as a whole. One only needs to prevue the local and daily media that testify undeniably of the increase in property-related thefts and crimes, foreclosures and repossessions, which are currently plaguing our local citizens and households.

When one also considers the rules and regulations set forth in the vast world of real estate, and then with the blessing of the Planning Commission, each of us has the right and opportunity to purchase property for development, whether it is for a home, venue, or business, it should not strike alert and caring citizens that Mr. Conkey should be treated differently than the majority as a result of negative opinions and scrutiny. If that were the case, homes would cease to be built, entertainment sites would cease to exist, and businesses would cease to be constructed due to prejudice, uninformed public judgment, devalued financial estimation, and or individual, surreptitious acrimony based on similar statements, such as "I don't want it here because it might be an inconvenience for me."

For these reasons, I wish to make it known that I, with all my family's associated businesses over the years and long history of assisting in building up the community of Auburn and surrounding areas tender my complete support of the Bohemia Retail Project most assuredly for the eventual overall increase to local tax revenues but also in the interest of its creating hundreds of jobs which would be offered to our citizens who are so much in need. Why should there be any hesitation in the least when one considers the vast augmentation to our local needs in terms of tax dollars, time, opportunity, and future revenue to the citizens in this area?

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So much of our tax base at present is lost as many of our citizens continue to make their way to Rocklin, Roseville, and Sacramento to meet their needs, when those needs could largely be made by the approval of this project. Be frank, honest, and look farsightedly at what will really matter in the future for the development that is possible now. For that reason alone, you must move forward without another moment's hesitation.

Cordially,

MRS. JAN SUTHERLAND
Business Owner and Citizen

~~cc: Placer County Board of Supervisors~~
Placer County Planning Commission
The Auburn Journal

**CONDITIONAL USE PERMIT (PCPA
20080157), APPEAL OF THE PLANNING
COMMISSION APPROVAL OF THE BOHEMIA
RETAIL PROJECT, FINAL ENVIRONMENTAL
IMPACT REPORT (FEIR 20080235)
SUPERVISORIAL DISTRICT 3 (HOLMES)**

Placer County Board of Supervisors

September 28, 2010
1:30 p.m.

Correspondence Received

As of
Rev 9/22/10

Marti Mitchell [maggie_@pacbell.net]

Mon 9/20/2010 7:24 AM

Yes to Walmart in Auburn

Hello...

I'm sending this message to let my Board of Supervisors that I am in favor of allowing the Walmart to come to Auburn. Given the day and times, I believe this company will provide many opportunities for employment and increased revenues to our County. Bring it on for the betterment of our community!

Thank you

Margaret Mitchell

530-305-2463

Lucretia [lucretianeill04@sbcglobal.net]

Sun 9/19/2010 12:25 PM

Attn: Jim Holmes - Re: Big Box Store in Auburn

Hello Jim,

I have been a Placer County resident for over 50 years. I live less than a mile from the proposed location of the Big Box store. I am **TOTALLY IN FAVOR** of this store.

I would like to see Auburn capture some of the business from the people that drive right through Auburn to go shopping in Sacramento, Roseville or Rocklin. Like myself, when I go to Roseville for any reason I go to Wal-Mart and Costco. Then I shop at the adjoining stores while I am down there. I seldom shop in Auburn because it does not have the stores I like. At least finally with the building of Home Depot that is one less trip I have to make down the hill. I know many many people that live in the adjoining towns all the way up to Nevada City and Truckee. Those people would drive no further then Auburn to shop if we had a Wal-Mart or Costco. It would keep their business and tax dollars in Auburn as well as mine.

I have lived just off of Hwy 49 near Live Oak Lane for about 35 years. Traffic can be dealt with and it is not that bad. We also need to consider all the traffic that already drives right by this location at the present time commuting to and from work. They also would be stopping to shop in Auburn.

I work for Caltrans and like I said, drive by this location several times a day. Of course, during rush hour traffic is heavy but what City does not have "traffic" at that time of the day. Hwy 49 is a major thoroughfare. I also remember back in the 70's when the locals turned down the prospect of a by-pass around Auburn as well. Now they complain about the traffic. They want to keep Auburn a small town with small town mentality and might I add BROKE.

I do agree with some of the locals, when I moved to Auburn there were no Wal-Marts or Costco stores anywhere. But now those big stores are available and want to build in our community. Thus supplying jobs and tax dollars that our community desperately needs. These people need to WAKE UP.

Then there is the fact of the much needed jobs one of these store would bring to our community. I watched the locals get the last prospect for a Wal-Mart shut down and I was disgusted at how narrow minded these people were. Now I drive by that same corner on a daily basis and look at all the EMPTY buildings. What is the benefit of that? If there was a Wal-Mart in that location those other businesses would be thriving. Not to mention the tax dollars they would be bringing in. The way I see it is: Wal-mart or Costco is not going to take business away from the Mom & Pop stores, but bring more clients to those stores by keeping those shoppers in town.

469

I will try to attend the next Public Hearing on the 28th, but may not be able to take the time off work. I just wanted to give you my opinion.

Sincerely yours,
Lucretia Neill
1351 Martin Drive
Auburn, CA 95603
530-885-6851

From: Curtis Kimes [mailto:paper.marche@att.net]
Sent: Tuesday, September 21, 2010 10:34 PM
To: Placer County Board of Supervisors
Subject: 'Big Box Store' in North Auburn.

Supervisors,

Please log my 'vote' as opposing the Big Box Store near Hiway-49 and Luther Road.

I live within a mile of the site, and have done so for more than twenty years.

-Vehicular traffic on Hiway-49 is already congested -at, or beyond its capacity.

-It will be in direct competition with retail stores which have grown in/around Auburn to the extent that these smaller, 'home-grown' stores will most likely not survive.

-I rather doubt the residents in the immediate area will appreciate the incredible increase in local traffic from an adjacent very large retail development.

-Whatever may be the imagined benefits of the retail development will be effectively compromised by the resultant, negative, and unquantifiable change in the overall character and complexion of, first, North Auburn, then followed by other similar developments because the precedent will have been established.

-While I believe existing retail businesses probably need some viable competition, courting such massive competition will likely 'kill' those businesses in direct competition. Not good.

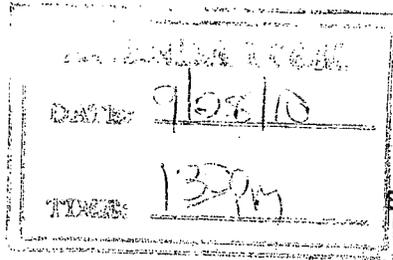
-The sum of low-wage employment resulting will not increase the existing educational, subsistence, or 'conduct' of local wage-earners, nor 'import' wage-earners of a quality this area has long prided itself in producing.

-I know of no present County doctrine or practice which will prevent or interdict any increase in the hiring of illegal wage-earners. Even now -with no such County policies enforced- no apparent effort has been demonstrated toward removing present aliens.

All these provide for my considered position to oppose the 'Big Box Store' development.

C.R. Kimes
1355 Martin Dr.
Auburn

470



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SEP 20 2010

CLERK OF THE
BOARD OF SUPERVISORS

September 20, 2010

VIA EMAIL AND U.S. MAIL

Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn, CA 95603

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

Dear Supervisors:

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. On July 8, 2010, the Planning Commission approved the Project, which decision has been appealed to the Board of Supervisors ("Board") by the Alliance for the Protection of our Auburn Community Environment. As discussed further below, if the Board does not deny the proposed Project, then the Board should approve the No Canal Street Access Alternative identified in the Final Environmental Impact Report ("Final EIR") because the environmental impacts associated with this alternative would be less than the traffic impacts of the proposed Project. It is our position that 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 but 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 apparently 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 decrease 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 Board to approve the No Canal Street Access Alternative if the Board does not deny the proposed Project.

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, if the Board does not deny the proposed Project, then the Board 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

1112547.1

cc: Dick McClellan (Mountain Shadows Homeowners Association)

Attachment 1

Gina Fleming

From: Gina Fleming
Sent: Monday, September 20, 2010 1:58 PM
To: Ann Holman; Anthony La Bouff; Beverly Roberts; Brian Jagger; Cheryl Shakro; Gina Fleming; Jennifer Montgomery; Jennifer Pereira; Jim Holmes; Kathi Heckert; Kirk Uhler; Linda Brown; Melinda Harrell; Michael Johnson; Nicole Hagmaier; Pat Malberg; Robert Weygandt; Rocky Rockholm; Ruth Alves; Shirlee Herrington; Steve Kastan; Teri Sayad-Ivaldi; Tom Miller; Vicki Roush
Subject: FW: Email and Letter fr Pat Mitchell with Downey Brand re Bohemia Retail Project
Attachments: WEST-1113265-v1-Letter to Board of Supervisors.PDF

Gina

Gina Fleming, Senior Board Clerk
Placer County Clerk of the Board of Supervisors
175 Fulweiler Ave Rm #101
Auburn Ca 95603
(530) 889-4020
(530) 889-4099 FAX

From: Sherman, Michael [mailto:msherman@DowneyBrand.com]
Sent: Monday, September 20, 2010 12:26 PM
To: Placer County Board of Supervisors
Cc: 'dimar@wavecable.com'; Mitchell, Pat
Subject: Bohemia Retail Project

On behalf of Pat Mitchell, please find attached a letter regarding the Bohemia Retail Project. Original hard copy to follow by U.S. mail.

Michael Sherman
DOWNEY BRAND
621 Capitol Mall, 18th Floor
Sacramento, CA 95814
P: 916/520-5517
F: 916/520-5917
msherman@downeybrand.com
www.downeybrand.com

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communication or otherwise. **If you have received this communication in error**, please contact our IS Department at its Internet email address (is@downeybrand.com), or by telephone at (916)444-1000 x5325. Thank you.

September 21, 2010

Supervisor Jim Holmes
Supervisory District 3
Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn, CA 95603

RECEIVED

SEP 22 2010

CLERK OF THE
BOARD OF SUPERVISORS

RE: **Bohemia Retail Project (PEIR T20080235 / State Clearinghouse #2001042086)
Conditional Use Permit (PCPA 20080157)
Appeal of the Planning Commission Approval of the Bohemia Retail
Project Final Environmental Impact Report (FEIR 20080235)**

DATE 9/22/10
 Board of Supervisors - 5
 County Executive Office
 County Counsel
 ~~Mike Boyle~~
 Planning
VIA EMAIL

Honorable Jim Holmes:

The following concerns are still applicable despite the findings within the FEIR:

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)*

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?

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)*

The EIR defines "criteria air pollutants" as: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and respirable particulate 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*

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.

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 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?

The Bohemia Retail Project has detailed landscape plans to protect the adjacent neighborhood from excess noise and to improve the aesthetics from the view of a large “Big Box” type store. However, the type of trees planned under the existing high-voltage power lines along Canal Street do not comply with County and State regulations for proper tree planting near power lines. (*SEE ENCLOSED P,G, & E SUPPLEMENT to the Gold Country Media*)

Our recommendation is to underground the three existing power poles and lines along Canal Street as a condition for the use of this permit, if this project is allowed to go forward.

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, 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.

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’

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.

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

Many Mitigation Measures exist for impacts to surrounding intersections, including signaling 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.

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.*

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.*

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.

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.

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.

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?

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.

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.

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.

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, the developer has many questions to answer regarding its NON-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 current existing congestion along the Hwy49 corridor at Luther Road, Hulbert Way, and Bell Road;

THIS PROJECT SHOULD NOT:

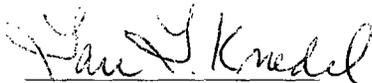
Eliminate existing, mature native oak trees not examined by a licensed certified arborist before determining their worth or demise.

This project is “**just not the right fit**” for the designated parcel.

I would support a more reasonable commercial project for this property.

Thank you for considering our comments and concerns.

Respectfully,



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



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

Cc: Placer County Board of Supervisors:
F. C. “Rocky” Rockholm
Robert Weygandt
Jim Holmes
Kirk Uhler
Jennifer Montgomery

Trees and Power Lines Planting Tip — Plant the "Right Tree in the Right Place."

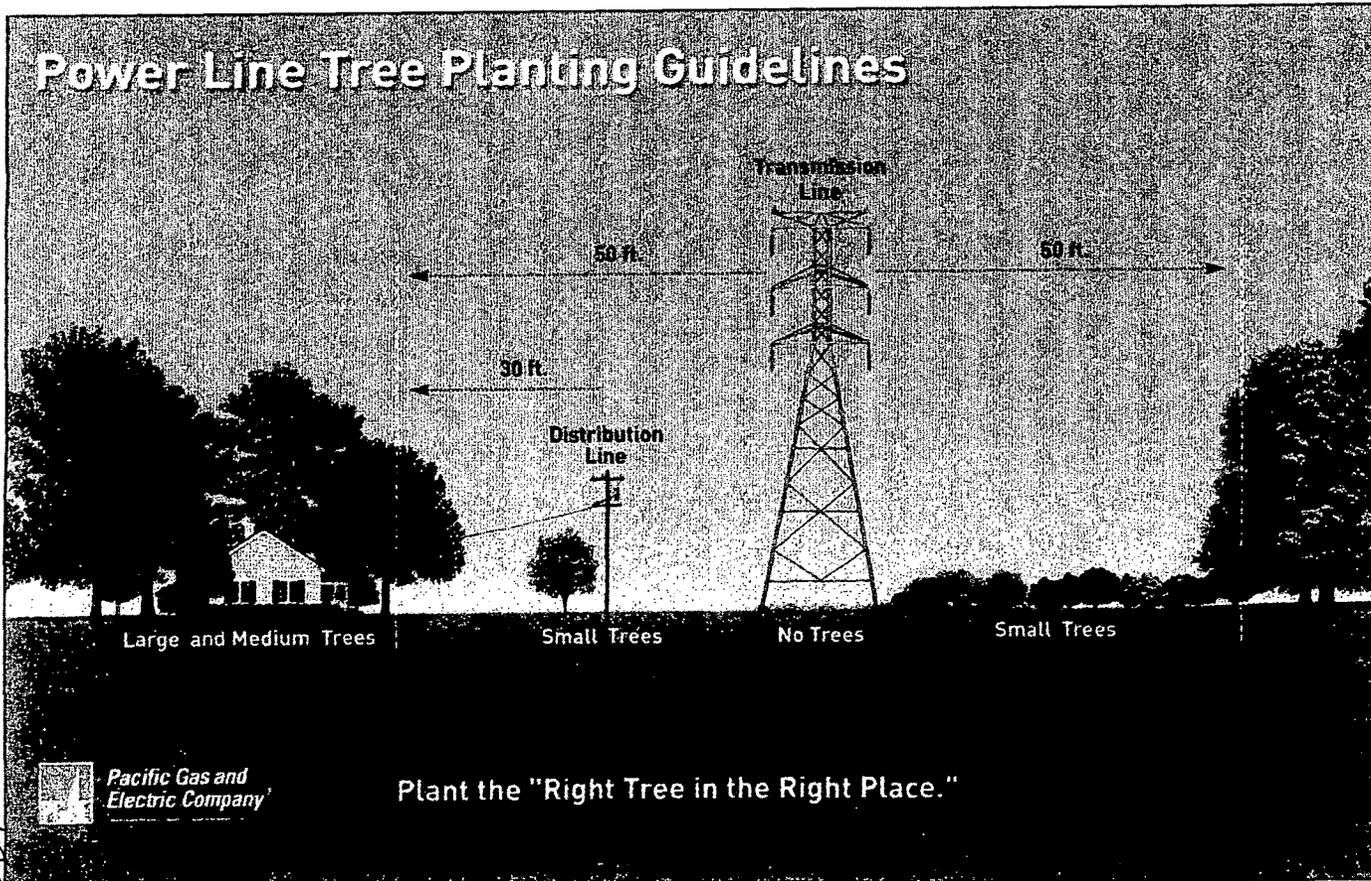
Planting trees under power lines can pose electrical shock hazards and fire safety risks.

To stay safe, keep the lights on and reduce the risk of fire, plant:

- Medium and large trees 50 feet to the side of *transmission* lines, poles and towers.
- Medium and large trees 30 feet to the side of *distribution* lines and poles.

For more information visit pge.com/trees or for California tree selections visit www.selectree.calpoly.edu.

To request a "Guide to Planting Small Trees Near Distribution Lines" call 1-800-743-5000,
or email RightTreeRightPlace@pge.com. Specify: Northern CA, Central CA or Bay Area/Inland.



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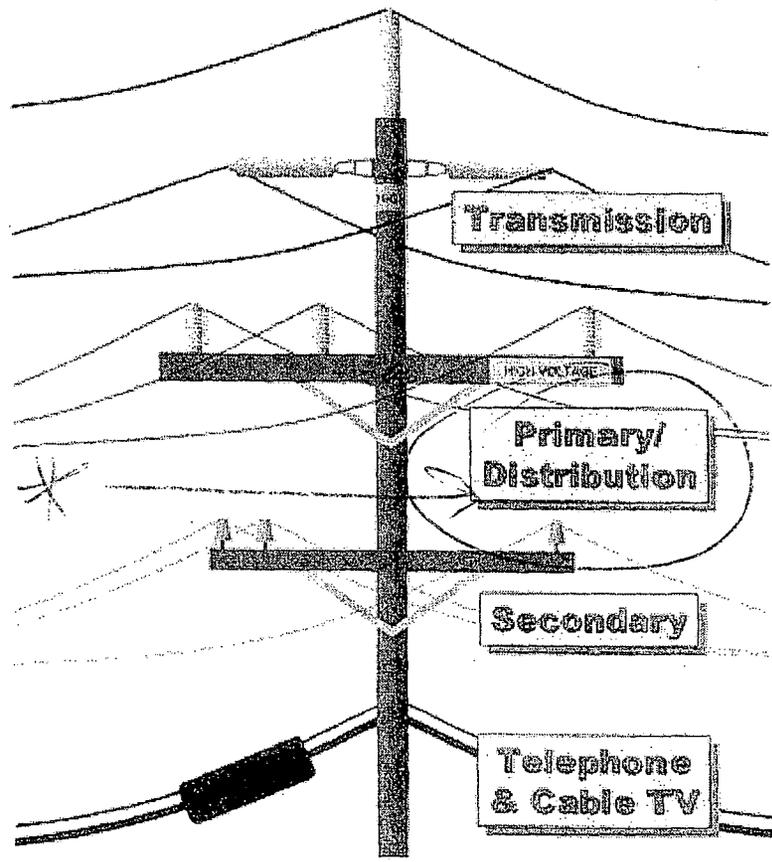
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Levels of Service

RETURN TO

Levels on a Power Pole



* NEED TO UNDERGROUND 3 POLES ALONG CANAL STREET. 80' TREES ARE

PLANNED UNDER THESE LINES WITHIN "LOW ZONE" FOR NOISE & VISUAL AESTHETIC MITIGATION.

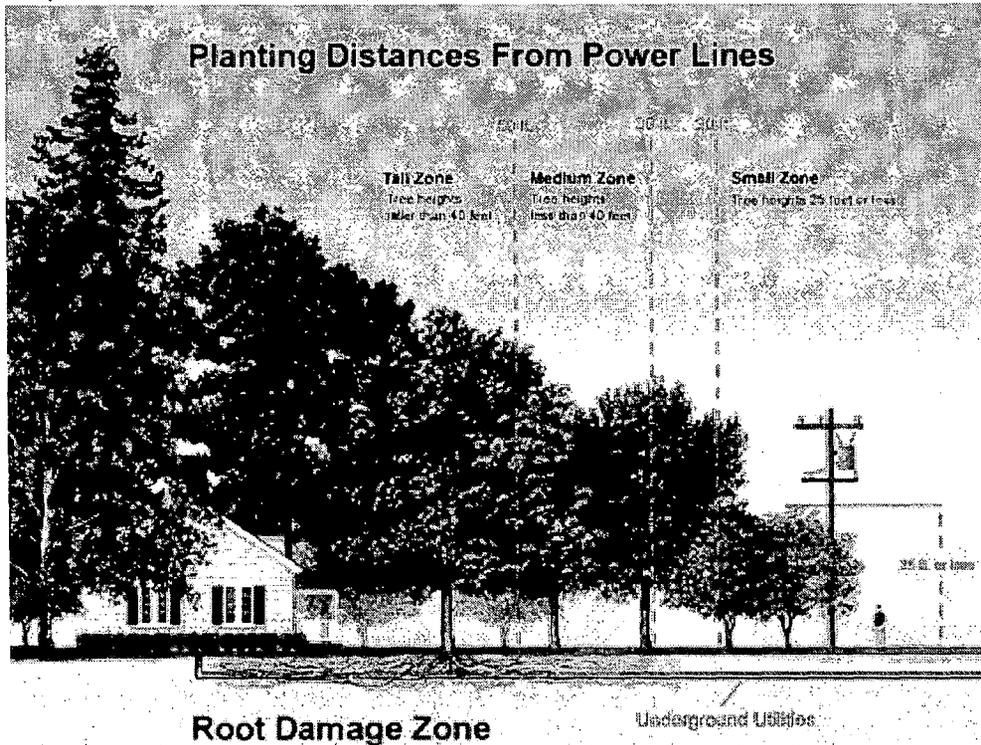
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Right Tree Right Place

Proper tree and site selection provide trouble-free beauty and pleasure for years to come.



Trees need space to grow both above and below ground. Carefully consider your surroundings.

Choose a tree and location where the ultimate height and spread of the tree will remain at least 10 feet away from power lines. Roots may be damaged if underground facilities need to be dug up for repairs.

Proper selection of trees under or near power lines:

- Reduces Fire Hazards
- Limits the need for frequent pruning
- Increases Property Value
- Adds Beauty to the Community

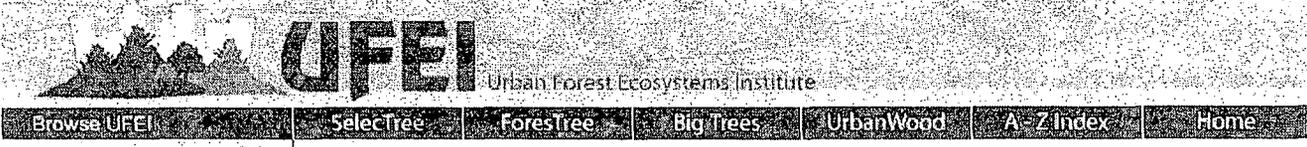
SELECTREE – A Tree Selection Guide

Managed by the California Polytechnic State University, SelecTree has over 1400 different trees in its database with 49 different criteria to search within the following four categories: Site Characteristics, Tree Characteristics, Maintenance and Use. Through this site, you search by tree attribute, which allows you to choose a tree with a safe height. To begin your search for trees to plant, please visit SelecTree's Tree Selection Guide. They also have a page dedicated to Utility Precautions. This page will help facilitate your tree selection by providing a comprehensive list of appropriate tree species to plant near utility lines.

Palm Trees Require Special Consideration

Palm trees grow only one way, and that is up. Unlike other trees, palms have a single growing point. We can frequently prune trees so the growth can be directed to the side or away from overhead power lines, but growth of palm trees can not be redirected. Pruning too close to the center of the fronds, or the heart of the palm, can actually kill the palm. Often times the minimum clearance that utilities are required to prune the fronds from power lines may result in the palm's death. When landscaping with palms, plant them well away from power lines. We recommend planting at least 50 feet away, to reduce the risk of wind blown fronds from contacting the power lines. Often, PG&E must prune or remove these palms when located inappropriately.

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- SelectTree
- » Select Tree by Name
 - » Name Search
 - » Select Tree by Attribute
 - » All Trees List
 - » Right Tree Right Place
 - » Utility Precautions
 - » Attribute Definitions
 - » Contributing Gardens
 - » About SelectTree
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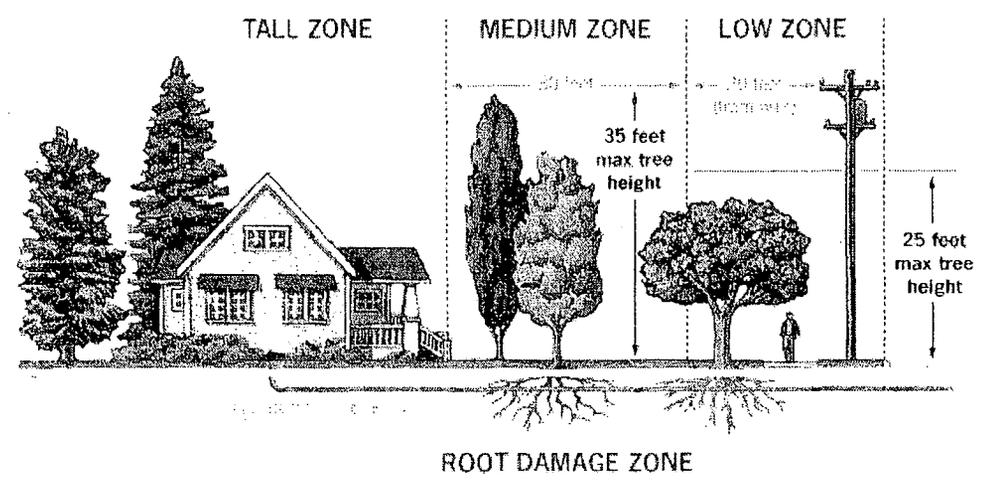
SelectTree A TREE SELECTION GUIDE

Tree - Right Place Utility Precautions

Select the Residential or Right of Way tab, then click on the Zone that represents your planting site.

Residential

Don't know. See here to find more information.



CUSTOMER INFORMATION FOR OVERHEAD UTILITY SERVICES

For more helpful information on electrical equipment identification and important customer precautions please follow the link below.

- See more information
- FAQ on utility tree pruning.

STATE CLEARANCE REGULATIONS:

Trees and other vegetation growing in proximity to overhead utility facilities must adhere to federal and state regulations. These laws address potential vegetation conflicts with public safety, service reliability, and fire prevention. For more helpful information on state regulations and important customer precautions.

See more information

Extreme care should be taken before any tree planting or tree maintenance is performed. Look up, look down and look around to assess hazards. Prior to digging, call Dig Alert 811 or visit website www.call811.com.

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13039 Erin Dr
Auburn, Ca 95603

Board of Supervisors
Clerk of the Board
175 Fulweiler Ave
Room 101
Auburn, Ca 95603

DATE 9/22/10
 Board of Supervisors - 5
 County Executive Office
 County Counsel
 ~~Mike Boyle~~
 Planning

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CLERK OF THE
BOARD OF SUPERVISORS

To The Board of Supervisors.

I would like you to address the traffic issues connected with the Bohemia project if this project goes through as planned.

The gridlock that will occur is my main concern. This will cause traffic problems and safety issues. This gridlock will occur on "49" from Luther Rd north to Atwood and possibly Bell Rd. There will also be gridlock at the intersection of Luther Rd and "49", caused by the traffic moving onto Luther Rd from "49" headed east on Luther Rd.

I have seen cars headed east on Luther Rd. that were actually driving in the wrong lane (the westbound lane), trying to by-pass the merging lanes to make a left turn onto Canal St.

I have also seen drivers "gunning" their cars to merge ahead of traffic in the right lane.

I have seen cars "squeezet" over the double line.

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All of this is a bad situation now. With the increase in traffic with the Bohemia project it will be much worse.

A nine-pump fueling station will add to this gridlock.

Please, also, address the situation if an emergency vehicle cannot get through.

Safety is the biggest issue here.

If emergency vehicles cannot get through, lives could be lost. Do you want this on your conscience?

I cannot understand how any reasonable person cannot see the traffic gridlock that will occur if this project goes through.

Sincerely,
Sandy Ferguson
530-885-8298