CITY OF GRASS VALLEY
COMMUNITY DEVELOPMENT DEPARTMENT

Tiered Initial Study & Proposed Mitigated Negative Declaration – Arco AM/PM Fueling Station – Development Code Text Amendment, Development Review & Use Permit Applications located at 815 and 821 S Auburn Street.

(18PLN-29)

SCH# 2019_____

October 4, 2019

Arco AM/PM Fueling Station Development Code Text Amendment, Development Review and Use Permit.

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15152 (Initial Study), the City of Grass Valley has prepared this Tiered Initial Study to assess the potential environmental impacts of a proposed Arco AM/PM Gas Station ("Project"), including Entitlements consisting of a Development Code Text Amendment, Development Review and Use Permit.

This Tiered Initial Study/Mitigated Negative Declaration is Tiered from the *Southern Sphere of Influence Planning & Annexation Project Environmental Impact Report (SCH NO. 2013052057)* Certified by the City of Grass Valley City Council on March 11, 2014. The Southern Sphere of Influence Planning & Annexation Project EIR was prepared as a Program EIR in accordance with Section 15168 of the CEQA Guidelines.

The purpose of the Southern Sphere of Influence Planning & Annexation Project Environmental Impact Report was to identify areas with development constraints and/or biological/environmental resources. The Southern Sphere of Influence Planning & Annexation project evaluated: 1) an amendment to the General Plan land use designations on approximately 416 acres; 2) a pre-zone of 416 acres of land to various zone districts consistent with the proposed General Plan amendments; and, 3) the annexation of approximately 120 acres.

Although, the Arco AM/PM project is located immediately outside of the Southern Sphere of Influence Planning & Annexation EIR project area, the discussion, EIR conclusions and associated Mitigation Measures are germane to the project considering the projects' proximity to the Southern Sphere project.

To determine the possible future impacts that could occur if development were to occur within the Southern Sphere of Influence Planning & Annexation project area, assumptions were developed by the City using the maximum possible development potential of the properties described in the City's General Plan and Development Code.

Based upon the maximum development anticipated with the Southern Sphere of Influence Planning & Annexation Project, the Certified EIR evaluated and determined the following resource categories to be less than significant with adoption of mitigation measures, where applicable:

- Aesthetics and Visual Resources
- Geology, Soils, & Mineral Resources
- Hazards & Hazardous Materials
- Hydrology & Water Quality
- Cultural & Paleontological Resources
- Land Use, Agriculture
- Forest Resources, Public Services,
- Public Utilities, and
- Biological Resources

For the entirety of the Southern Sphere of Influence & Annexation project, Significant & Unavoidable impacts included the following resource categories for which a Statement of Overriding Considerations and Findings were adopted by the Grass Valley City Council (**Attachment 2 - *Southern Sphere of Influence Planning and Annexation Project Statement of Overriding Considerations***).

- Air Quality
- Climate Change
- Greenhouse Gases, and
- Transportation/Circulation

The ARCO AM/PM Project's ("the Project") impacts are mitigated to acceptable levels incorporating project specific mitigations, except for traffic. The traffic impacts of the Project fall within the scope of the impacts, mitigation requirements and overriding findings of the First Tier *Southern Sphere of Influence Planning and Annexation Project and related EIR* ("Annexation Project"). In conformance with the Annexation Project and Related EIR mitigation requirements, and the City's adopted traffic mitigation fee ordinances, the AM/PM Project will be paying a Fair Share roundabout contribution and adopted traffic mitigation fees for both the Grass Valley and Regional improvement programs. A second-tier negative declaration is appropriate where the first tier EIR has addressed the impacts and proposed a programmatic mitigation framework that the second-tier project is in compliance with. The traffic impacts of the AM/PM Project are deemed acceptable and in compliance with all relevant adopted traffic mitigation program requirements.

The concept of tiering refers to using the analysis of general matters contained in broader environmental documents (such as Program EIRs prepared for General Plans) with later environmental analysis on more specific projects (such as a Tentative Subdivision Map, Design Review, etc.); incorporating by reference the general discussions from the Broader EIR; and concentrating the later environmental analysis solely on the issues specific to the later development project.

Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent with the requirements of CEQA, the lead agency for a later project pursuant to or consistent with the program, plan, policy or ordinance should limit its review on the later project effects which:

1) Where not examined as significant effects on the environment in the prior EIR; or

2) Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions or other means.

Based on this Tiered Initial Study, the City finds that the proposed project will not have a significant adverse effect on the environment as mitigated and will not require the preparation of an Environmental Impact Report. Therefore, this Tiered Initial Study/Mitigated Negative Declaration has been prepared as the appropriate level of environmental review for the project.

Public and Agency Review:

This Tiered Initial Study/Mitigated Negative Declaration will be circulated for a **30-day** public and agency review commencing **October 4, 2019** and closes on **November 4, 2019**. Copies of this Tiered Initial Study and cited References may be obtained at the City of Grass Valley Community Development Department at the address noted below. Written comments on this Tiered Initial Study/Mitigated Negative Declaration may also be addressed as noted below.

Project title: Arco AM/PM Fueling Station Development Code Text Amendment, Development Review and Use Permit (**18PLN-29**)

Lead agency name and address:

City of Grass Valley Community Development Department
125 E. Main Street
Grass Valley, CA 95945

Contact person, phone number, and e-mail:

Lance E. Lowe, AICP, Principal Planner
125 E. Main Street
Grass Valley, CA 95945
530-274-4712
lancel@cityofgrassvalley.com

Project Location, Site Description and Surrounding Land Uses:

The project is located at 815 and 821 S. Auburn Street, at the northeast corner of S. Auburn and E. McKnight Way (APNs: 029-310-006 & 029-320-013). The project site is in Section 34, Township 16N, Range 8E on City of Grass Valley 7.5-minute USA quadrangle (***Exhibit A*** – *Vicinity Map,* ***Exhibit B*** – *Aerial Photograph*). Approximate coordinates of the center of the site are 39° 12.04.63" north and -121° 03.30.90" west.

The property consists of two legal parcels: one ±0.43-acre (±18,730 square foot) and one ±0.88-acre (±38,332 square foot) parcel. The project site is a rectangular shaped property totaling ±1.31 acres. A two-story office building of ±2,400 square feet is located on the north-central portion of the site. Remaining areas consist of driveways and asphalt-paved parking areas. The site is bounded by commercial properties to the north, landscaping followed by commercial property to the northeast, South Auburn Street by a commercial/industrial park to the southeast, the intersection of S Auburn Street and East McKnight Way followed by a Chevron service station to the south, landscaping followed by commercial property to the east, and S Auburn followed by commercial properties (including Ray's Radiators) to the west (**Exhibit E** – *Site Photographs*).

Project sponsor's name and address:

Wallis Design Studio Architects
152 S Auburn Street
Grass Valley, CA 95945
Attn: Robert Wallis, AIA
(530) 264-7010

PROJECT DESCRIPTION

The project includes both legislative and quasi-judicial entitlements consisting of a Development Code (Zoning Code) Text Amendment, Development Review Permit and Use Permit for the construction of a ±3,660 square foot Arco AM/PM fueling station; ±4,582 square foot, 12-pump, fueling canopy; ±3,770 square foot retail building; and, ±2,360 square foot car wash on combined ±1.31 acre parcels in the Light Industrial (M-1) and Heavy Commercial (C-3) Zones.

The project is further described as follows:

Development Code Text Amendment – In accordance with Table 2-10 of the City's Development Code, fueling stations are listed as a permitted use in the zone subject to certain location and design standards outlined in Section 17.44.200. The standards include provisions for limitations on location, site planning, landscaping, lighting, signage, and solid waste. Specifically, in accordance with Section 17.44.200 C., a limitation on location prohibits service stations within 500 feet of one another or across the street. Due to the location restriction provisions and considering a Chevron Station is located across the street at 107 E. McKnight Way, the applicant is proposing a Development Code Text Amendment to modify the City's Development Code Sections 17.44.200 C.2 and E.1 to read (new text is represented as **bold text**):

> **17.44.200 C.2 Separation between stations. Except in the C-3 Zone**, a service station shall not be closer than 500 feet to another service station. The distance shall be measured in a straight line from the nearest property line of the sites for each service station. No more than one service station shall be located at a street intersection. **In the C-3 zone not more than two service stations may be located within 500 feet to another and at an intersection.**
>
> **Section 17.44.200 E.1. Architectural Character.** Subject to the requirements of Development Review, service station architecture shall fit with the exiting or intended character of the surrounding area as determined by the review authority. **In the case of two service stations located within 500 feet of another or at an intersection pursuant to Section C.2 above, additional special architectural features and amenities may be required to reduce any adverse aesthetic impacts.**

The above noted Development Code Text Amendment would allow a service station to be proposed at the 821 S Auburn Street location subject to recommendation by the Planning Commission and approval by the City Council. The retail building and carwash buildings, located on the 815 S Auburn property, are permitted uses in the Light Industrial (M-1) Zone in accordance with Table 2-10 as General Retail and Automotive Services subject to design review (i.e. Development Review Permit).

Development Review Permit – A Development Review Permit is required for the site planning and architectural design of the buildings in accordance with Section 17.72.030 of the City's Development Code. According to the project plans dated April 10, 2019, development details include, but are not limited to the following:

Architectural Building(s) and Canopy Design: The ±3,660 square foot service station is located at the southwest corner of the ±0.88-acre (±38,332 square foot) property and has a north/south orientation. The site plan includes before and after designs illustrating the right-of-way adjustments to accommodate the future roundabout constructed at the junction of S Auburn and E McKnight Streets (construction of the roundabout is discussed in the Traffic Section of this Initial Study). The building is setback 54 feet 6 inches and 21 feet 6 inches from the south and east property lines respectively prior to the roundabout improvements. Post roundabout improvements, the building is setback ±12 feet and ±3 feet respectively. A future 6-foot-high retaining wall and realignment of the curb, gutter and sidewalk are proposed to shore up the building once the roundabout improvements are constructed. The building is ±27 feet in height from grade to the top of the gable.

The convenience store elevations include the following design details:

- Exterior walls with varied wall lines, pop-outs with El Dorado Stone – Hill stone – Lucera;
- Boral horizontal lap siding;
- Streel trellises over decorative metal landscape fence assembly;
- 6/12 gable and mansard roof with standing seam metal roofing;
- Wall mounted light fixtures; and,
- Stacked rockery wall

North of the convenience store, a ±4,582 square foot fueling canopy is proposed. The fueling canopy contains similar architectural design as the building materials including veneer pilasters and open heavy timber truss design. The canopy provides cover for 12 fueling pumps. The fueling canopy is setback 46 feet 6 inches from west property lines, which will be reduced when the roundabout is constructed. The clearance height of the fueling canopy is ±16 feet 8 inches and ±31 feet in total height from grade to the top of the gable.

North of the fueling canopy, a ±3,770 square foot retail building and ±2,360 square foot car wash are proposed. An existing two-story office building is located on-site and will be demolished to accommodate the retail and car wash buildings. The buildings are located on the 815 S Auburn Street property 40 to 60 feet from the S Auburn Street and 5 feet from the north (side) property line. The buildings have the same architectural detailing as the convenience store noted above.

Access and Circulation: The project is proposed to be accessed via two existing driveways. An existing ±30-foot driveway is located at the southwest corner of the property fronting S Auburn

Street and a ±25-foot driveway is located at the northeast corner of the property fronting E McKnight Way. The driveway slopes are ±7% and 1% respectively.

Curb, gutter and sidewalk have been constructed along the property frontages. The applicant will be required to repair the sidewalk due to cracks and/or upheaval, as applicable.

Parking: A total of thirty-seven (37) parking spaces are provided including 2 van accessible spaces; 2 EV charging stations; 19 standard spaces adjoining the buildings; 6 under canopy spaces; and, 8 parallel spaces along the east property line. With exception of the parallel parking spaces, parking dimensions are 9 feet by 18 feet with backing distances of 24 feet, in compliance with City standards. The parallel parking spaces will be required to be reconfigured to be a minimum of 9 feet wide by 18 feet in length. The City's parking standard for convenience stores is one parking space per 250 square foot of floor area. One space per 500 square feet is required for storage areas.

Based upon these ratios and square footages of the buildings, a total of 34 parking spaces are required for the project per City standards calculated as:

Table 1 – *Parking Space Calculations*

Building/Use	Standard	Parking Required
Convenience Store (3,660 sq. ft.)	1 space for each 250 sq. ft. of floor area.	14.64=15
Fueling Canopy	N/A	N/A
Retail Store (3,770 sq. ft.)	1 space for each 250 sq. ft. of floor area.	15.08=15
Car wash (Veh. Serv)	4 spaces for each wash bay, plus spaces for any office	4
	Total:	**34**

Including the parking spaces proposed at the fueling stations, the project is adequately parked with three more spaces than required by City standards.

Grading and Retaining Walls: A rockery retaining wall is located along the east property line and ranges in height from ±2 foot to ±10 feet. The rockery wall location and detail are shown on the preliminary grading plan (Cross Section 2 on page 6 and 08 figure F6).

A future 6-foot-high retaining wall is also proposed at the southwest corner of the property to shore up the building when the roundabout is constructed.

Fencing: No fencing is proposed with the project. The existing chain-link fencing along the east property line will be removed from the site.

Landscaping: A preliminary landscape plan has been prepared for the project (Sheets L.10 & L.10b). The landscape plans show pre and post roundabout landscaping. The landscaping consists of existing conifers along the east property line and at the entrance fronting S Auburn Street. The landscaping plans include shade, accent trees and large and medium shrubs at the entrance and property frontages; and ground cover throughout.

Trash Enclosure: Two 12 foot by 17-foot trash enclosures are located at the northeast corner of the property. The trash enclosures will be constructed of six-foot high masonry walls with solid metal gates. Enclosure finishes will match the building in color and texture. Landscaping will be provided on all non-accessible sides per City standards.

Drainage: Minimal grading of the project site is required considering the project is located on an existing paved parking area. Stormwater quality Best Management Practices and detention basins shown in the grading and improvement plans will be provided to minimize stormwater pollutants per the requirements of the City of Grass Valley and Central Valley Regional Water Quality Control Board. Said requirements will keep the storm drainage in its historical patterns as much as possible and will be sized so that post-development peak stormwater runoff discharge rates shall not exceed the pre-development discharge rates.

Tree Removal – The project area does not contain any heritage trees that are subject to City of Grass Valley policies; however, with development of the project, an estimated 8 trees will be removed along the east property line. The trees to be removed are identified on Preliminary Grading, Utility and Drainage Plans of the project plans.

Utilities – Water Supply: The project would connect to City of Grass Valley water lines along S. Auburn Street and E. McKnight Way. Existing water service is provided for the site and the applicant will be required to bear the costs of any improvements to those connections, if any. The applicant shall also be required to obtain an encroachment permit for work in the City's right-of-way.

Sanitary Sewer: Existing sewer lines are located along S. Auburn Street and E. McKnight Way. The developer will be required to verify the condition of the manholes and sewer lines for review and approval by the City Engineer. If the manholes or sewer lines are not acceptable, the developer shall be responsible for replacing them. The developer will be required to install and construct all necessary sewer line(s), lift stations, and/or force main extensions as needed to meet City requirements.

Dry Utilities: Dry utilities (i.e. natural gas, electrical supply, telephone, cable) have also been previously placed along the project site. The project proposes to connect to these existing utilities,

with underground connections. Additionally, in accordance with the City's Design Guidelines, Section 1.6, all ground mounted utility infrastructure, including HVAC units, electrical switch gear or panels, telephone or cable boxes, gas meters, fire sprinkler risers, irrigation controllers and lighting timers shall be oriented away from public view corridors and appropriately screened with architectural enclosures (integrated into the building design).

Use Permit: In the C-3 zone, a Use Permit is required for establishments operating between the hours of 9:00 p.m. and 7:00 a.m. and those that contain alcoholic beverage sales. The convenience store will be operated 24-hours, seven days a week and will have alcoholic beverage sales, thus requiring approval of a Use Permit concurrently with other entitlements.

Offsite Improvements

No offsite improvements are proposed with the project.

The Southern Sphere of Influence, Planning & Annexation Project included several off-site infrastructure improvements to serve the project area.

A traffic study was also prepared by Stantec Consulting Services, Inc., for the Arco AM/PM project dated October 13, 2017. The purpose of the traffic impact study is to evaluate potential impacts of the proposed Arco AM/PM fueling station. Analysis of both the Southern Sphere of Influence & Annexation Project improvements and Stantec Traffic Analysis are contained in the Transportation section of this Initial Study.

General Plan Land Use Designation

The 815 S Auburn ±0.43-acre property has a land use designation of Industrial (I). The 821 S Auburn ±0.88-acre project area has a land use designation of Commercial (C), according to the *City of Grass Valley 2020 General Plan*. The Industrial land use designation is intended to accommodate a variety of industrial and service commercial uses. The Commercial land use designation is a broad category intended to encompass all types of retail commercial and commercial service establishments in any one of a variety of locations. Locations include the Downtown Central Business District, shopping centers, local or neighborhood locations, highway-oriented locations, or concentrations along major streets.

Zoning Designation

The 815 S Auburn property is within the Light Industrial (M-1) Zone. The 821 S Auburn property is in the Heavy Commercial (C-3) Zone. The M-1 Zone is applied to areas appropriate for a range of light industrial uses. The M-1 Zone implements and is consistent with the Manufacturing-Industrial designation of the General Plan. The C-3 zone is applied to areas of the City that are

intended to provide for heavier and auto-oriented land uses that are inappropriate in C-1 areas and within the Downtown. In the C-3 Zone, gas stations are a permitted use subject to the development standards contained in Section 17.44.200 of the Development Code.

Regulatory Setting and Required Agency Approvals

The following City of Grass Valley, Responsible and/or Trustee Agency permits are required prior to construction of the Arco AM/PM fueling station project:

- City of Grass Valley Department of Public Works – Improvement Plan and Encroachment Permit(s).
- Caltrans - Right-of-way dedication, design and construction of roundabouts shall be subject to Caltrans review and approval.
- City of Grass Valley Community Development Department – Site Plan and Building Plan Approvals and Conditions of Approval/Mitigation Measure compliance verification.
- City of Grass Valley Building Department – Grading, Building, Plumbing, Mechanical, and Electrical Permits in accordance with the California Codes.
- City of Grass Valley Fire Department – Site Plan, Improvement Plan and Building Plan Approvals.
- County of Nevada Environmental Health Department – Permits for underground tanks, retail food facility, storage of hazardous materials and retail facility annual inspections.
- A Storm Water Pollution Prevention Plan (SWPPP) shall be approved by the Regional Water Quality Control Board in accordance with the Clean Water Act.
- A Dust Mitigation Plan and Air Pollution Permit shall be approved by the Northern Sierra Air Quality Management District.

Exhibit A – Vicinity Map

815 and 821 S Auburn Street

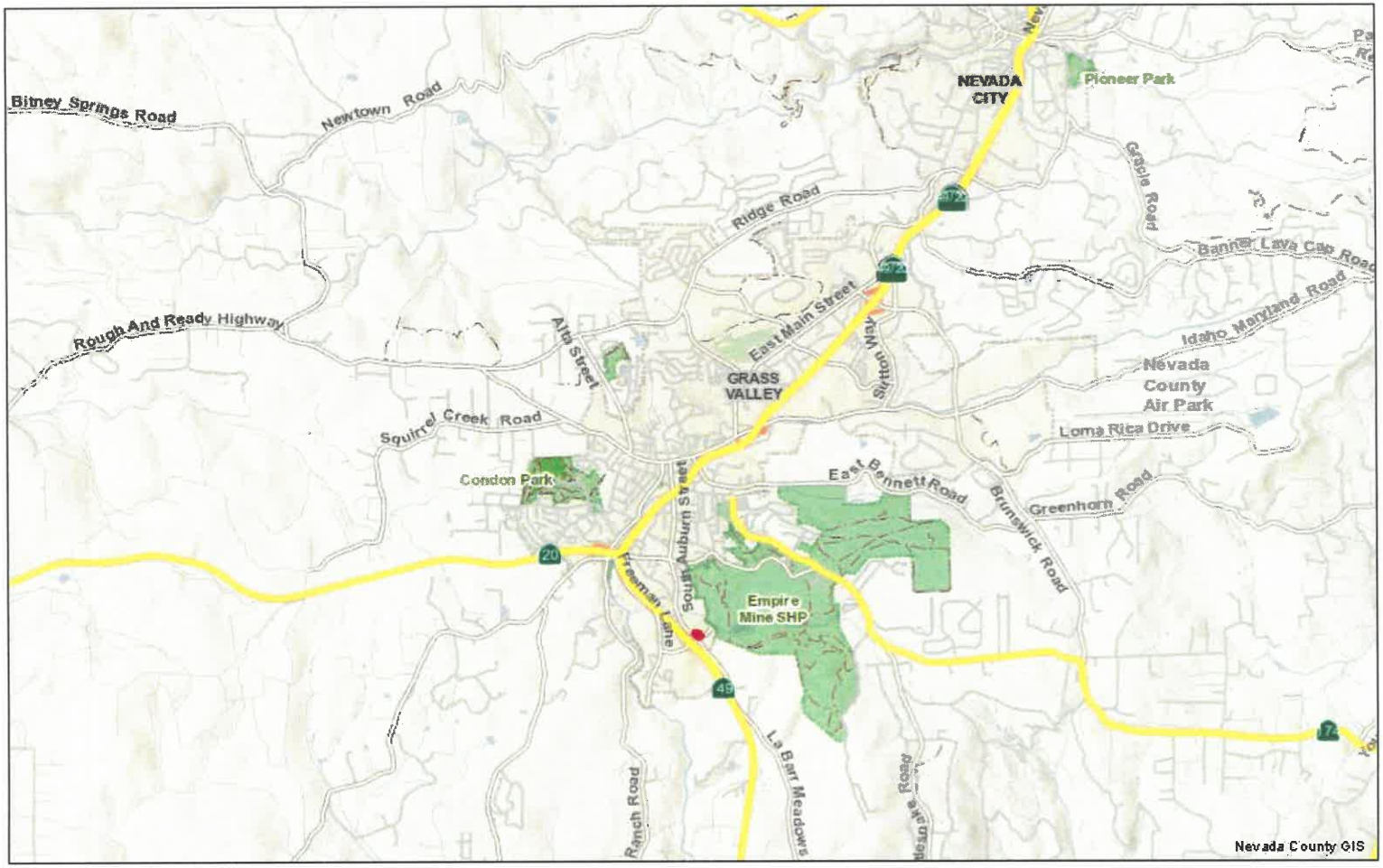
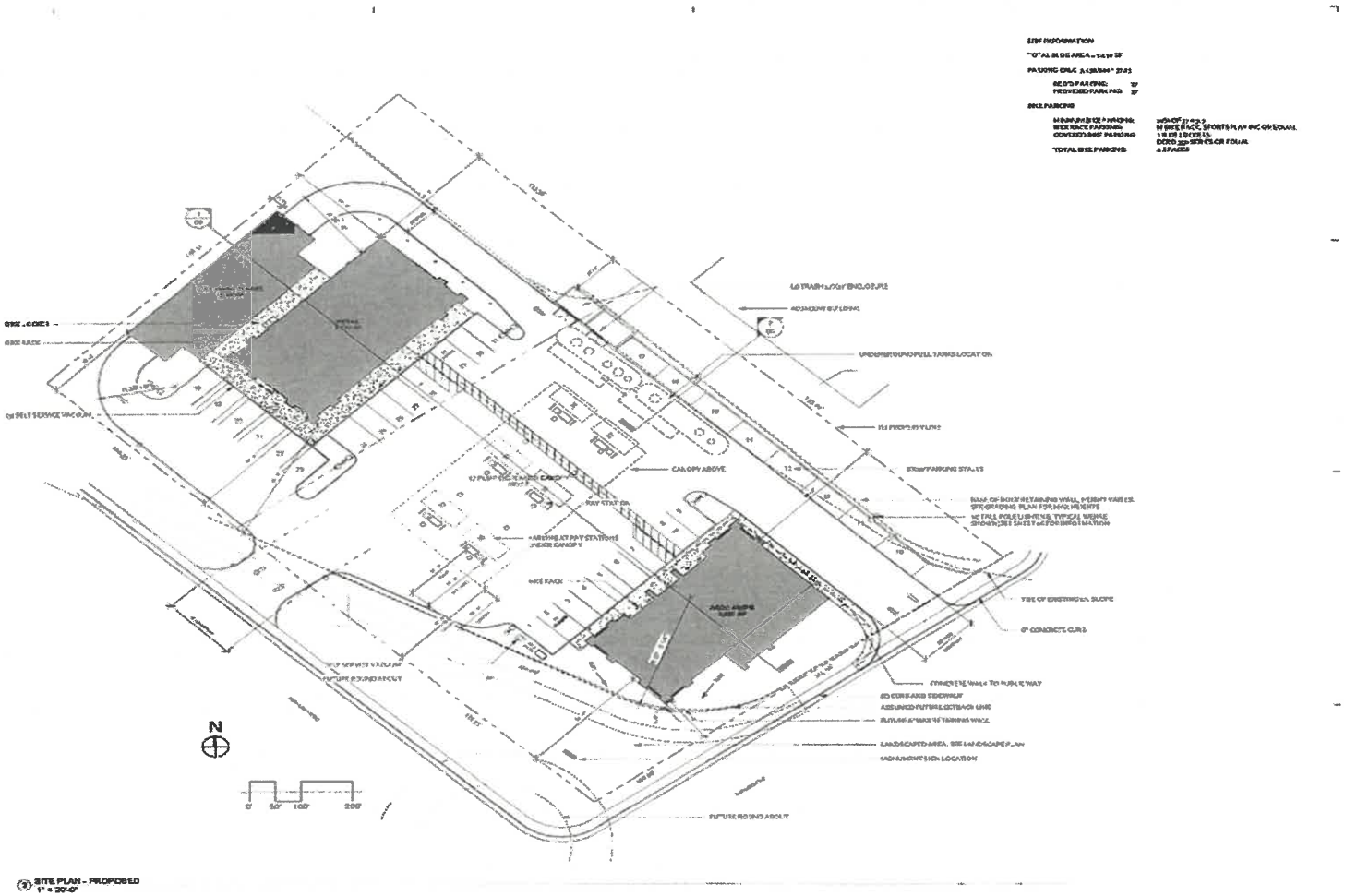


Exhibit B - Aerial Photograph

815 & 821 S Auburn Street



Exhibit C – Site Plan



WALLIS DESIGN STUDIO
ARCHITECTS

GAS STATION CONVENIENCE STORE

Sukhwinder Bhangu

DEVELOPMENT REVIEW DOCUMENTS

Proj. No.: 2018008
Date: 04/10/2019
Scale: 1" = 20'-0"
Drawn By: S.A.M.

Drawing Title:
PROPOSED SITE PLAN

Drawing Number:
03

Exhibit D – Preliminary Grading, Drainage & Utility Plan

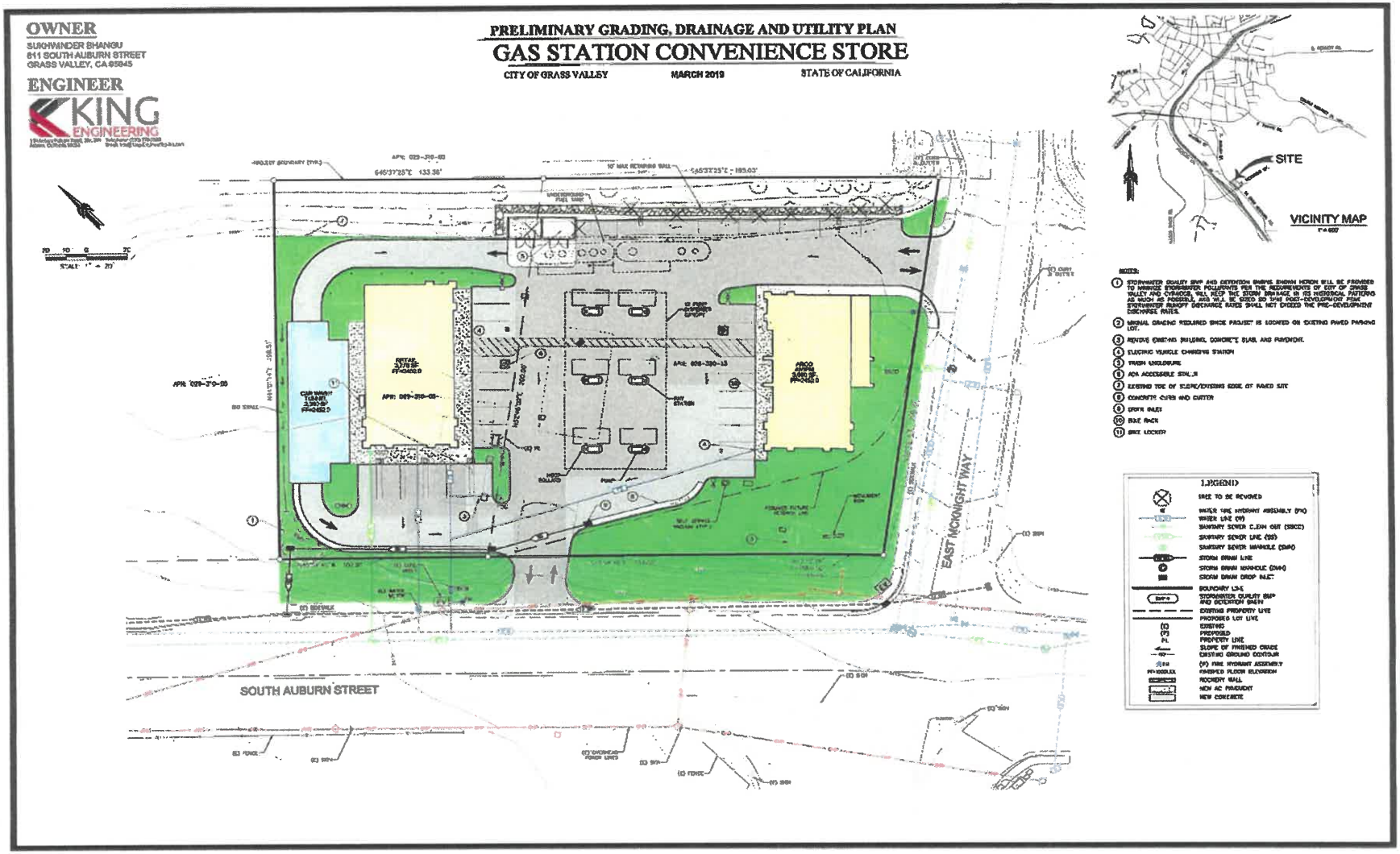


Exhibit E – 209 N Auburn Street Site Photographs









Exhibit E – 228 N Auburn Street Site Photographs





Evaluation of Environmental Impacts:

1) A brief explanation is required for all answers except "NO Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to a project like the one involved (e.g. the project falls outside a fault rupture zone). A "NO Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) **"Potentially Significant Impact"** is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.

4) **"Potentially Significant Unless Mitigation Incorporated"** applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5) **"Less-Than-significant Impact:"** Any impact that is expected to occur with implementation of the project, but to a less than significant level because it would not violate existing standards.

6) **"No Impact:"** The project would not have an impact to the environment.

7) Earlier analyses may be used where, pursuant to Tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration.

8) Lead agencies are encouraged to incorporate into the checklist reference to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture & Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Haz.& Hazardous Mat.
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Utility System
☐ Wildfire	☐ Mandatory Findings of Significance	☒ None

DETERMINATION: (To be completed by the Lead Agency) On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Lance E. Lowe, AICP, Principal Planner

Date 9/30/19

EVALUATION OF ENVIRONMENTAL IMPACTS:

I. AESTHETICS –	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Except as provided in Public Resource Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

SETTING

The aesthetic value of an area is a measure of its visual character and quality, combined with the viewer response to the area (*Federal Highway Administration, 1983*). The visual quality component can best be described as the overall impression that an individual viewer retains from residing in, driving through, walking through, or flying over an area. Viewer response is a combination of viewer exposure and viewer sensitivity. Viewer exposure is a function of the number of viewers, the number of views seen, the distance of the viewers, and the viewing duration. Viewer sensitivity relates to the extent of the public's concern for a particular view shed (*U.S. Bureau of Land Management, 1980*).

Analysis of visual impacts is largely subjective by nature because the judgement of the qualities that create an aesthetically pleasing setting will vary from person to person. For the purposes of this analysis, the site and its vicinity have been visited by City staff to evaluate the existing visual character of the site and surrounding area, and to determine the proposed project's visual relationship with this setting.

Currently lighting affecting the area is mostly related to existing development (i.e. shopping centers, streetlights, and Highway 49). The project area is developed with commercial and industrial uses and lights associated with the existing businesses contribute to nighttime lighting.

The California Department of Transportation (Caltrans) administers the California Scenic Highway Program. The goal of the program is to preserve and protect scenic highway corridors from changes that would affect the aesthetic value of the land adjacent to the highways. State Route 49 is recognized as being eligible for designation, but no portion of the highway in Nevada

County is officially designed as a state scenic highway, including the portion of SR 49 adjacent to the project area.

As a former automotive repair and current car lot, the site is entirely paved with perimeter lighting and landscaping planter areas fronting both S Auburn Street and E McKnight Way.

IMPACTS

a) From its undeveloped state, the development of a convenience store, fueling station, retail building and car wash, including buildings, lighting and signage would alter the views from the S Auburn and E. McKnight Way public ways.

A project would normally have a substantial adverse effect on a scenic vista or highway where it obstructs views from a designated scenic highway or arterial roadway, or through removal of natural features or addition of man-made features or structures which degrades the visual intactness and unity of the scenic vista or highway. As noted, although Highway 49 qualifies as a scenic highway, there is no identified scenic highways within the vicinity of the project area.

Generally, new development, if not carefully designed, can result in adverse impacts on existing vistas and the creation of aesthetically offensive sites open to public view. However, policies of the City's General Plan Community Design Element (Chapter 10 of the 2020 General Plan) aim to preserve the desirable physical and design features in Grass Valley and carry them over into new development so that old and new development appear compatible. Considering the proposed architectural building design and surrounding land uses in the vicinity, this potential impact is less than significant.

b) The junction of S. Auburn and E. McKnight Way has a Commercial/Heavy Commercial appearance with similar land uses in the vicinity. Considering the use and architectural design of the project, development of the proposed project site is not anticipated to substantially damage scenic resources, including, but not limited to, rock outcroppings, and historic buildings within a state scenic highway (as these features are not present on the site). These impacts are less than significant.

c) Although, infill development of the project site will modify existing public views, based upon the project design and incorporation of setbacks, landscaping, and architectural elements as proposed, the project will not substantially degrade the existing visual character.

Eight pine trees are proposed to be removed along the east property line. In conjunction with development of the site, a landscaping plan has been submitted showing the landscaping to be installed concurrently with development of the property. The landscaping plan shall be consistent with the City's Landscape Ordinance and the State's Model Water Efficiency Landscape Ordinance. Additionally, the applicant shall be required to mitigate for the removal of 8 trees along the east property line. Tree mitigation shall be replanting and/or payment of an in-lieu fee in accordance with the City's Tree Ordinance. No impact will occur.

d) Existing sources of day and nighttime light within the project area include those common to developed areas, including motor vehicle lights along Highway 49, East McKnight Way and La Barr Meadows Road, street lights, parking lot lighting, building lighting and signage in the project area.

The project would contribute additional similar lighting to the area. To show the intensity of lighting, a photo-metric plan has been submitted together with the project plans. The photometric plan shall be in accordance with Chapter 17.30.060 of the City's Development Code. Lights to be installed with the development are those typical of commercial development and would contain shields thereby directing light downward, so spillover lighting is not anticipated. Furthermore, there are not light sensitive land used in the vicinity of the project. Compliance with City of Grass Valley lighting standards will effectively reduce potential lighting impacts to a less than significant impact.

II. AGRICULTURE RESOURCES & FOREST RESOURCES–	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest uses?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

SETTING

The proposed project site has asphalt paving covering most of the site. The site is also situated in an area that has been designated and zoned for light industrial and commercial uses by the *City of Grass Valley 2020 General Plan* and *Development Code*. The surrounding area has been largely built out in accordance with the City's land use designations.

"Agricultural Land" is defined as prime farmland, farmland of statewide importance, or unique farmland, as defined by the *United States Department of Agriculture land inventory* and monitoring criteria, as modified for California.

The project site does not fall under the definition of forest lands as defined by *Public Resources Code Section 12220(g).*

IMPACTS

a)&b) The site is an infill site designated as "*Urban and Built-up Land*" as defined according to the *U.S. Department of Agriculture*. As defined, "Urban and Built-up Land is used for residential, industrial, commercial, construction, institutional, and public administrative purposes. Highways and other transportation facilities are also mapped as a part of Urban and Built-up Land if they are a part of the surrounding urban areas."

No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is found within the proposed project area. The proposed project site has been zoned for commercial uses and is surrounded by urban developed uses. Considering no farmland exists within the project area, the proposed project will not involve conversion of farmland or zoning for agricultural use, including any farmlands under Williamson Act Contract. No impact will occur.

c)-e) The project will not conflict with existing zoning or cause the rezoning of forest land (as defined in *Public Resources Code Section 12220(g)*, timberland (as defined by *Public Resources Code Section 4526*), or timberland zoned timberland Production (as defined by *Government Code Section 51104(g)*).

The project will remove 8 Pine trees; however, the project will not result in the loss of forest land or conversion of forest land to non-forest uses as defined. Standard conditions of approval require the applicant to obtain a Timber Harvest Permit from the California Department of Forestry and Fire Protection and Tree Permit from the City of Grass Valley prior to tree removal, as applicable. No impact will occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY –				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.				
Would the project:				

a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulative consideration net increase in any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?	☐	☐	☒	☐

SETTING

The project is located within the Northern Sierra Air Quality Management District's (NSAQMD) jurisdiction. The overall air quality in Nevada County is good but two known air quality problems exist, Ozone and Suspended Particulate Matter (PM-10). Nevada County is a "non-attainment" for both pollutants. PM-10 in Grass Valley meets federal ambient ozone standards but exceeds the more stringent State standards in the winter, primarily due to smoke created from wood stoves and fireplaces. Violations in the summer months have been noted during forest fires or periods of open burning. PM-10 is usually associated with dust generated during construction. Western Nevada County is a non-attainment area for the federal 8-hour ozone standard and the entire county is non-attainment for the state one-hour ozone standard.

The NSAQMD has adopted standard regulations and conditions of approval for projects that exceed certain air quality threshold levels to address and mitigate both short-and long-term emissions. The Northern Sierra Air Quality Management District (NSAQMD) has established the below thresholds of significance for PM-10 and the precursors to ozone, which are reactive organic gases (ROG) and nitrogen oxides (NOx). The NSAQMD has developed a tiered approach to significance levels: A project with emissions meeting Level A thresholds will require the most basic mitigations; projects with projected emissions in the level B range will require more extensive mitigations; and those projects which exceed Level C thresholds, will require an Environmental Impact Report to be prepared, which may result in even more extensive mitigations. These thresholds are recommended for use by lead agencies when preparing Initial Studies. If the lead agency finds that any of the above noted thresholds may be exceeded and cannot be mitigated to Level B, then a determination of significant air quality impact must be made and an EIR is required.

IMPACTS

a) According to comments provided by the Northern Sierra Air Quality Management District (NSAQMD), the project requires both a Dust Mitigation Plan for grading and an Air Pollution Permit for the gas/diesel dispensers. Accordingly, the project will be subject to standard Nevada Sierra Air Quality Management District (NSAQMD) permitting requirements imposed via conditions of approval for grading, heavy equipment operation and fuel

dispensing. Project compliance with NSAQMD standards would not conflict with or obstruct implementation of an air quality plan prepared by NSAQMD. No impact will occur.

b) Emissions associated with the project would be greatest during construction activities, specifically when diesel-powered construction equipment are used for earth-moving operations. Construction-related air pollutant emissions would be temporary and would originate from mobile and stationary sources including but not limited to: construction equipment exhaust, dust resulting from earth-disturbance, painting, and asphalt and/or concrete paving.

Construction-related emissions vary substantially depending on the level of construction activity, length of the construction period, specific construction operations, types of equipment, number of personnel, wind, precipitation conditions, and soil moisture content.

Operational emissions would consist of PM_{10}, CO, and ozone precursors (ROG and NOx). These pollutants would be generated by gas-fired water heaters, as well as from engine emissions associated with vehicle trips to/from the project and gasoline-powered landscape maintenance devices.

In review of the project, *the California Emission Estimator Model (CalEEMod) Version 2016.3.2,* emissions modeling program was used to estimate air pollutant emissions associated with the proposed project. Based upon the *CalEEMod* analysis, project construction and operational emissions are not anticipated to exceed Level B thresholds as noted in the following table. These potential impacts are considered less than significant.

Table 2 - Project Construction and Operational Emissions Estimates

	ROG (lbs/day)	NOx (lbs/day)	PM_{10} (lbs/day)	CO (lbs/day
Project Construction Impacts	39.5	17.44	1.01	12.02
Project Operational Impacts	12.98	47.36	6.2	64.22
Level A Thresholds				
NSAQMD- Significance Thresholds	ROG (lbs/day)	NOx (lbs/day)	PM_{10} (lbs/day)	N/A
	<24 lbs/day	<24lbs/day	<79lbs/day	
Level B Thresholds				
Maximum Project Emissions	ROG (lbs/day)	NOx (lbs/day)	PM_{10} (lbs/day)	N/A
	24-136 lbs/day	24/136 lbs/day	79-136 lbs/day	
Level C Thresholds				
Maximum Project Emissions	ROG (lbs/day)	NOx (lbs/day)	PM_{10} (lbs/day)	N/A
	>136 lbs/day	>136 lbs/day	>136 lbs/day	

Although construction and operation of the proposed project would not exceed NSAQMD significance thresholds, NSAQMD's standard conditions of approval for projects with Level B thresholds would be imposed further minimizing project emissions to acceptable levels. Such conditions are considered appropriate to apply to promote maintenance of air quality in

the region. The standard conditions of approval recommended are consistent with goals of State Implementation Plans for the District.

In compliance with NSAQMD standard threshold regulations, conditions for grading operations and fuel dispensing, the project will not result in a cumulative net increase in any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. This potential impact is less than significant.

c) The nearest sensitive receptor (i.e. residential use) is located on Village Way ±1,200 feet (as the crow flies) from the project site where grading will occur. Considering the proximity of sensitive receptors coupled with the determination that construction emissions associated with the project would be short-term, the project is not anticipated to result in a substantial elevation of pollutant concentrations in the area. In the long-term, operationally, the project is not anticipated to expose sensitive receptors to substantial pollutant concentrations as noted in Table 2 above. Therefore, impacts are anticipated to remain less than significant with implementation of standard NSAQMD's conditions of approval for Level B projects as noted below.

According to the City's 2020 General Plan EIR, the site is not in an area of naturally occurring asbestos (NOA) as substantiated by *Figure 3.1-1 of the General Plan EIR*. These potential impacts are less than significant.

d) Construction activities associated with the proposed development, such as paving and painting, are likely to temporarily generate objectionable odors. However, since odor-generating construction activities would be temporary, and are unlikely to be detected by any residents due to the distance to the project site, impacts from temporary project-related odors would be less than significant.

The project is not anticipated to produce any objectionable odors in its finished condition that would affect a substantial number of people.

Although, less than significant on a project specific basis, the following Southern Sphere of Influence, Planning and Annexation Project Mitigation Measures and NSAQMD standard level B air quality conditions will be imposed on the project to further reduce air quality impacts to acceptable levels:

AQ 1 - Mitigation Measures:

1. The project shall be required to use Low VOC paintings and coatings.
2. The applicant shall submit a Dust Mitigation Plan for review and approval by the Northern Sierra Air Quality Management District and City Engineer. Dust mitigation measures shall be implemented in accordance with the approved Dust Mitigation Plan. The dust mitigation plan shall include the following:

a. The applicant shall be responsible for ensuring that all adequate dust control measures are implemented in a timely manner during all phases of project development and construction.
b. All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent dust from leaving the property boundaries and causing a public nuisance or a violation of an ambient air standard. Watering should occur at least twice daily, with complete site coverage.
c. All land clearing, grading, earth moving, or excavation activities on the project shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph.
d. All inactive portions of the development site shall be covered, seeded, or watered until a suitable cover is established. Alternatively, the applicant shall be responsible for applying City approved non-toxic soil stabilizers (according to manufactures specifications) to all inactive construction areas (previously graded areas which remain inactive for 96 hours) in accordance with the local grading ordinance.
e. All areas with vehicle traffic shall be watered or have dust palliative applied as necessary for regular stabilization of dust emissions.
f. All material transported off-site shall be either sufficiently watered or securely covered to prevent public nuisance.
g. Paved streets adjacent to the project shall be swept at the end of each day, or as required to remove excessive accumulations of silt and/or mud which may have resulted from activities at the project site.
h. No burning of waste material or vegetation shall take place on-site. Alternatives to burning include chipping, mulching or converting to biomass.

AQ 2 – Mitigation Measures:
The applicant shall submit to the NSAQMD for approval an Off-Road Construction Equipment Emission Reduction Plan prior to groundbreaking demonstrating that all of-road equipment (portable and mobile) meets or is cleaner than Tier 2 engine emission specifications unless prior written approval for any exceptions is obtained from the NSAQMD. Note that all off road-equipment must meet all applicable state and federal requirements.

Construction contracts shall stipulate the following:

- Emissions from on-site construction equipment shall comply with NSAQMD Regulation II, Rule 202, Visible Emissions.
- The primary contractor shall be responsible to ensure that all construction equipment is properly tuned and maintained.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes when not in use (as required by California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufactures' specifications. All equipment shall be checked by a certified mechanic and determined to be running in property condition prior to operation.

- Existing power sources (e.g. power poles) or clean fuel generations shall be utilized rather than temporary power generators where feasible.

AQ 3 – Mitigation Measures:
All architectural coating activities shall be required to use interior and exterior coatings that contain less than 250 grams of volatile organic compounds (VOC/ROG) per liter of coating.

AQ 4 – Mitigation Measure:
Grid power shall be used (as opposed to diesel generators) for construction site power needs where feasible during construction.

AQ 5 – Mitigation Measure:
Deliveries of construction materials shall be scheduled to direct traffic flow to avoid the peak hours of 7 to 9 AM and 4 to 6 PM.

IV. BIOLOGICAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect state or federally protected wetlands. (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

IV. BIOLOGICAL RESOURCES –	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

SETTING

Except for the trees located along the east property line and landscape planter areas along the perimeter, the entirety of the project 0.43 and 0.88-acre sites has been graded and paved with asphalt and contains an existing two-story office building. The property is currently being used as a car lot.

IMPACTS

a) Considering the developed state of the site and location, a biological assessment of the property has not been conducted. With exception of the trees and vegetation located along the east property line, the entirety of the site has been graded and paved so the likelihood of the project impacting biological resources is negligible.

However, slight, there is a potential that migratory birds may reside within the tree line area along the eastern property line. Eight of the pine trees within the stand of trees are proposed to be removed. Although unlikely given development in the area, these trees could be suitable nesting habitat for migratory birds and raptors. All native breeding birds (except game birds during the hunting season), regardless of their listing status, are protected under the *Migratory Bird Treaty Act*. Tree removal during the nesting season could result in direct impacts to nesting birds should they be present.

With respect to the potential of protected birds identified above and considering that grading is likely to commence during the breeding season (March 1 through August 30), the following Mitigation Measure will assure that impacts to migratory birds are reduced to a less than significant level:

BIO 1 - Mitigation Measure:
If construction or development activities during the breeding season (March 1 through August 30) have the potential to disturb or remove occupied nests of migratory birds or raptors the preparation of a pre-nesting construction survey within 250 feet of the disturbance area of the subject parcels for nesting migratory birds and raptors prior to development is required. If any nesting raptors or migratory birds are identified during surveys, active nests should be avoided and a no-disturbance or destruction of the nest site until after the breeding season or after or after a wildlife biologist determines that the young have fledged will be required. The extent of these buffers would be determined by a wildlife biologist and would depend on the special-status species present, the level of noise or construction disturbance,

line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. These factors should be analyzed to make an appropriate decision on buffer distances.

b)-f) Except as discussed above, as a developed infill site, the project will not have an adverse impact on Biological Resources, including but not limited to: (i) a substantial adverse effect on a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; (ii) a substantial adverse effect on any riparian habitat or other sensitive natural community identified by the California Department of Fish and Game or U.S. Fish and Wildlife Service; (iii) a substantial adverse effect on federally protected wetland as defined by Section 404 of the Clean Water Act; (iv) interfere substantially with the movement of any native resident or migratory fish or wildlife species; (v) conflict with any local policies or ordinances protecting biological resources; or (vi) conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact will occur.

V. CULTURAL RESOURCES –	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
TRIBAL CULTURAL RESOURCES –				
Would the project:				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:?				
d) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section	☐	☐	☐	☒

5020.1(k)?

e) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set for the in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe?	☐	☐	☐	☒

SETTING

The project area lies within the ethnographic territory of the Nisenan, or Southern Maidu. The Nisenan inhabited the drainages of the Yuba, Bear and American Rivers. The Nisenan villages were located at lower elevations where habitation was easier in the winter.

Prehistoric use and occupation focused on major surface water sources and other natural resource areas, with particular emphasis given to stream confluences and to ecotones created at the interface of foothill/valley lands, elements of which are located within and/or near the present study area.

The Nisenan and Southern Maidu where known to have been numerous in the Sierra Foothills, but with the very sudden, extreme impacts of the Gold Rush, very little evidence of their occupation of the area remains within Grass Valley, itself. Several Native American sites have been located in surrounding rural areas which were less disturbed by mining activities. As an infill site, the entirety of the project site has been disturbed; however, it is possible that deeply buried sites may remain in some areas.

IMPACTS

a)&b)In accordance with Section 15064.5 of the CEQA Guidelines, a historical resource is defined as: A resource listed or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.

The existing two-story ±2,400 square foot building located at the north end of the project site is slated for demolition. The building is a two-story office building with gambrel roof. The project site is not within the City's 1872 Historic Townsite nor has the property been identified in the City's Historical Resources Survey. Based on the construction materials and design, the building appears to have been constructed in the 1980s. Considering the type of construction and estimated date of construction, the building is not considered to be a historical or archaeological resource pursuant to §15064.5 of the CEQA Guidelines.

The remainder of project site is a vacant paved parking lot. As such, the project will not cause a substantial adverse change in the significance of a historical or archeological resource pursuant to §15064.5. No impact will occur.

c) Considering the existing site development, it is not anticipated that the project would disturb human remains, including those interred outside of formal cemeteries. However, evidence of burial or scattered remains related to prehistoric occupation of the area could be inadvertently encountered anywhere within the project site during construction activity or other actions involving disturbance to the ground surface and subsurface components, including excavation of the underground fuel tanks. In the event of such an inadvertent discovery, the County Coroner would have to be informed and consulted, per State law.

Preliminary consultation was undertaken with the United Auburn Indian Community (UAIC) in accordance with AB 52. Considering the existing site development, the UAIC elected not to initiate formal consultation on the project provided standard protocol inadvertent tribal discoveries are provided to assure that potential tribal cultural resources are handled appropriately. Accordingly, Mitigation Measures recommended for the protection of tribal cultural resources for the project would reduce potential impacts to an acceptable level. These measures address identification of tribal cultural resources and inadvertent human remains discoveries should they occur.

Ultimately, the goal of consultation is to establish an agreement between the most likely lineal descendent designated by the Native American Heritage Commission and the project proponent(s) with regard to a plan for treatment and disposition of any human remains and artifacts which might be found in association. Such treatments and disposition may require reburial and any identified human remains/burials with a "preserve" or other designed portion of the undeveloped property not subject to ground disturbing impacts. Despite a low feasibility of inadvertent discovery, the following Mitigation Measures will be required of the project should inadvertent tribal discovers occur:

CUL 1 – Mitigation Measure:
Inadvertent Discoveries – If potential Tribal Cultural Resources (TCRs), archaeological resources, other cultural resources are identified, work shall cease within 100 feet of the find (based on the apparent distribution of cultural resources) and a qualified cultural resources specialist and United Auburn Indian Community (UAIC) representative will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, returning objects to a location within the project area where they will not be subject to future impacts. The UAIC does not consider curation of TCR's to be appropriate or respectful and request materials not be permanently curated, unless requested by the UAIC.

If adverse impacts to tribal cultural resources, unique archaeology, or other cultural resources occurs, then consultation with UAIC and other traditionally and culturally affiliated Native American Tribes regarding mitigation contained in Public Resources Code sections 21084.3(a) and (b) and CEQA Guidelines section 15370 should occur.

CUL 2 – Mitigation Measure:
Inadvertent Human Remains Discoveries – In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains.

If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact by telephone within 24 hours, the Native American Heritage Commission in accordance with Section 5097.98 of the Public Resource Code.

d)&e) The subject site is not listed or eligible for listing in the California Register of Historic Resources in accordance with Public Resources Code Section 5020.1 (k).

The project is not considered a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to Public Resources Section 5024.1 that may have a significance to a California Native American Tribe. No impact will occur.

VI. ENERGY –	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	☐	☐	☒	☐

SETTING

Electricity and natural gas are the two primary forms of energy used in the City and are provided by Pacific Gas and Electric (PG&E). Grass Valley has already implemented programs that have resulted in or will lead to benefits in the form of energy efficiency, renewable energy, and water efficiency.

Energy conservation standards for new residential and commercial buildings were originally adopted by the California Energy Resources Conservation and Development Commission in June 1977; have been updated periodically since and are being updated again this year (Title 24, Part 6 of the California Code of Regulations). In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

In July 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part II, Title 24) was adopted as part of the California Building Standards Code (Title 24, California Code of Regulations). Part 11 establishes voluntary standards on planning and design for sustainable site development, energy efficiency (in excess of California Energy Code requirements), water conservation, material conservation, and internal air contaminants.

IMPACTS

a)&b) The project is subject to compliance with Title 24 energy efficiency standards and Green Building Codes. Approved building plans will be in accordance with Title 24 and Green Building Standards for energy efficiency standards. The project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Due to the Green Building recycling and Title 24 energy provisions, these impacts are considered less than significant.

VII. GEOLOGY AND SOILS –	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐

ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in the Building Code, creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	☐	☐	☐	☒

SETTING

The project site is located on the northern half of the Sierra Nevada Geomorphic Providence of California. The Sierra Nevada Geomorphic Province is bordered to the north by the Cascade and Basin and Ranges, to the west by the Great Valley, to the east by the Basin and Ranges, and to the south by the Transverse Ranges and the Mojave Desert. The Sierra Nevada is nearly 400 miles in length and averages about 50 miles wide. Formation of the Sierra Nevada occurred by tectonic shifting of the Sierra Block; the western side dropping to form the Great Valley and the eastern side being uplifted to form the Sierra Nevada Foothills.

Although ground movement can be felt in the Grass Valley area from earthquakes at intermediate distances (i.e. Truckee earthquake from 1968) and from distant earthquakes (i.e. Winters-Vacaville 1892 event), the project site is in a region of low seismicity and a low rate of recurrence (Holdrege & Kull 1999). According to the City General Plan EIR, Grass Valley is not within an Alquist Priolo zone as defined in *Division of Mines and Geology Special Report 42* and is rated as a low intensity earthquake zone.

IMPACTS

a) Based on the *2010 Fault Activity Map of California prepared by the California Geological Survey,* the nearest faults are the Grass Valley Fault, Wolf Creek Fault Zone, Spenceville Deadman Fault, and Swan Ravine Fault located 2 miles east, 6 miles south, 12 miles west, and 14 miles northwest, respectively. The Grass Valley Fault is a Pre-Quaternary fault (i.e. no visible signs of movement within 1.6 million years). This fault is not necessarily inactive. The Wolf Creek and Spenceville Deadman Faults show geomorphic evidence of movement during the late

Pleistocene epoch (700,000 to 11,000 years ago), and the Swan Ravine Fault shows geomorphic evidence of movement undifferentiated during the Quaternary period.

According to the 2008 Seismic Motion Interpolator prepared by the California Division of Mines and Geology, there is a 10 percent probability that the site will experience a horizontal ground acceleration of 0.16g in the next 50 years. This is a relatively low level of ground shaking for California. Earthquake faults, strong seismic ground shaking, seismic related ground failure and landslide impacts are considered less than significant.

b) The site is relatively level with minimal grade differential anticipated consisting of drainage swales, building foundations and underground fuel tanks. Accordingly, the project is not anticipated to result in substantial soil erosion or the loss of topsoil. No impact will occur.

c) Ground subsidence not associated with seismic activity usually occurs as a result of excessive groundwater extraction. While the Grass Valley area contains may individual wells, groundwater supplies from fractured rock sources are highly variable in terms of water quality and water quality and are an uncertain source for large-scale residential development (DWR 2003: 159). Excessive groundwater pumping is not present in the project area. Therefore, implementation of the proposed project would not contribute to groundwater extraction that could result in subsidence, liquefaction or collapse. These impacts are less than significant.

d) The project area is underlain by soils of the *Hoda-Chaix-Musick association*, which exhibit low to moderate shrink/swell potential. The site soils are *Musick Sandy loam association*, which are a well-drained soil that occurs on the backslopes of hills between 2,000 and 3,500 feet above mean sea level. The depth to the restrictive feature (paralithic bedrock) is estimated to be 40 to 100 inches. This soil type is derived from weathered granodiorite. Structure foundations, roadways, and utilities constructed on site could be damaged by differential settlement due to expansion and contraction. However, the City's Development Code Section 17.60.040 will require future development projects on the project site to prepare and submit to the City site-specific soil/geotechnical reports as part of the grading permit application process. Such reports would identify the expansive potential of the site soils and provide site design and construction recommendations to mitigate for associated hazard, if necessary. Compliance with the requirements of the City's Development Code would minimize potential hazards associated with expansive soils. This impact would be less than significant.

e) The project will be connected to City of Grass Valley utilities for both water and sewer. Therefore, this potential impact is not applicable. No impact will occur.

f) The project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature as these features are not present onsite. No impact will occur.

VIII. GREENHOUSE GAS EMISSIONS –	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Generate Greenhouse emissions, either directly or indirectly, that may have a significant impact on the environment.	☐	☒	☐	☐
b) Conflict with any applicable plan, policy or regulation of any agency adopted for the purpose of reducing the emissions of greenhouse gases.	☐	☐	☒	☐

SETTING

The City of Grass Valley has not conducted a greenhouse gas emissions inventory or adopted a Climate Action Plan, performance standards, or a GHG efficiency metric. However, the City has recently adopted an *Energy Action Plan* and the *Grass Valley 2020 General Plan* includes numerous goals, policies, and programs which, if implemented, will reduce Grass Valley's impacts on global climate change and reduce the threats associated with global climate change to the City.

CEQA Guidelines Section 15064.4 provides direction to lead agencies in determining the significance of impacts from GHG emissions. Section 15064.4(a) calls on lead agencies to make a good faith effort, based upon available information, to describe, calculate or estimate the amount of GHG emissions resulting from a project. The lead agency has the discretion to determine, in the context of a particular project, how to quantify GHG emissions.

Greenhouse gasses (GHG) include gases that can affect the earth's surface temperature. The natural process through which heat is retained in the troposphere is called the greenhouse effect. The greenhouse effect traps heat in the troposphere through a process of absorbing different levels of radiation. GHG are effective in absorbing radiation which would otherwise escape back into space. Therefore, the greater the amount of radiation absorbed, the greater the warming potential of the atmosphere. GHG are created through a natural process and/or industrial processes. These gases include water vapor (H2O), carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydro fluorocarbons (HFCs), Perfluorocarbons (PFCs) and sulfur hexafluoride (SF6).

Since 2005, the California legislature adopted several bills, and the Governor signed several Executive Orders, in response to the impacts related to global warming. Assembly Bill 32 states global warming poses a serious threat to California and directs the Air Resources Board to

develop and adopt regulations that reduce GHG emissions to 1990 levels by the year 2020. Senate Bill 97 requires an assessment of projects GHG emissions as part of the CEQA process. SB 97 also required the Office of Planning and Research to develop guidelines to analyze GHG emissions.

The NSAQMD has not adopted thresholds of significance for GHG emissions. Due to the nature of global climate change, it is not anticipated that a single project would have a substantial impact on global climate change. Although it is possible to estimate a projects CO2 emission, it is not possible to determine whether or how an individual project's relatively small incremental contribution might translate into physical effects on the environment.

Calculating the Greenhouse Impacts on an individual project is difficult to qualify or quantify. Addressing GHG generation impacts requires an agency to decide as to what constitutes a significant impact. The CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact which are a basis from which to apply mitigation measures. This means that each agency is left to determine if a project's GHG emissions will have a significant impact on the environment. The guidelines direct that agencies are to use "careful judgement" and "make a good faith effort", based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions (Section 15064.4).

IMPACTS

a) The GHG emissions from the proposed project would not individually generate GHG emissions enough to measurably influence global climate change. However, ongoing occupancy and operation would result in a net increase of CO2 and other greenhouse gas emissions due to vehicle miles traveled, energy use, and solid waste disposal.

However, as an infill service station project, vehicle miles traveled are anticipated to be reduced considering the proximity of goods and services to the project vicinity. According to the *CalEEMod* program conducted for the project, the following air quality impacts are anticipated with the proposed AM/PM Arco project:

Table 2 - Project Construction and Operational Emissions Estimates

	ROG (lbs/day)	NOx (lbs/day)	PM_{10} (lbs/day)	CO (lbs/day
Project Construction Impacts	39.5	17.44	1.01	12.02
Project Operational Impacts	12.98	47.36	6.2	64.22
Level A Thresholds				
NSAQMD- Significance Thresholds	<24 lbs/day	<24lbs/day	<79lbs/day	N/A
Level B Thresholds				
Maximum Project Emissions	24-136 lbs/day	24-136 lbs/day	79-136 lbs/day	N/A
Level C Thresholds				

Maximum Project Emissions	>136 lbs/day	>136 lbs/day	>136 lbs/day	N/A

As noted in the Air Quality Section of this Initial Study, the above impacts are within the acceptable level of impacts as viewed by the NSAQMD. In addition, to off-set potential GHG impacts, the following project components and California Green Building requirements apply to the proposed Arco AM/PM project:

- Irrigated landscaping greater than 500 square feet shall comply with either a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent.
- Toilets and showers shall be low flow.
- Construction waste management forms shall be completed including recycling and/or reuse with a minimum of 65 percent of nonhazardous construction and demolition waste being recycled/reused.
- All exterior lighting shall be high efficacy and be controlled by a manual on/off switch.
- All high efficacy light fixtures shall be certified as "high-efficacy" light fixtures by the California Energy Commission.
- The project shall be constructed in accordance with Title 24 Energy Standards.
- As an infill fueling station project, in proximity to services, it is anticipated that reduced vehicle trips will result than otherwise would have occurred.

Although, project specific impacts are less than significant, the project will contribute cumulatively to GHG emissions. CEQA and the CEQA Guidelines continue to make clear that the significance of GHG emissions is most appropriately considered on a cumulative level. The above CA Green Building Code requirements coupled with the mitigation measures of the Southern Sphere project would reduce potential impacts to acceptable levels:

GG 1 – Mitigation Measures:
The applicant shall submit to the City of Grass Valley and receive approval of a GHG Emissions Reduction Plan prior to issuance of building permits for the project. The GHG Emissions Reduction Plan shall demonstrate adherence to the following measures or alternative measures equaling the same or greater emission reduction values:

- Indoor water conservation measures shall be incorporated, such as use of low-flow toilets, showers, and faucets (bathroom) for the project.
- The project shall be designed to exceed state energy efficiency standards by 15 percent (to Tier 1 Title 24 Standards) as directed by Appendix A5 of the 2010 California Green Building Standards. This measure helps to reduce emissions associated with energy consumption.
- Lower-water-use landscaping (i.e. drought tolerant plants and drip irrigation) shall be installed. At least 75 percent of all landscaping plants shall be drought tolerant as determined by a licensed landscape architect or contractor.

IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wild land fires?	☐	☐	☒	☐

SETTING

The term hazardous substance refers to both hazardous materials and hazardous wastes. A material is defined as hazardous if it appears on a Substances Control List (list of hazardous materials prepared by a federal, state, or local regulatory agency) or if it has characteristics defined as hazardous by such an agency.

Hazardous materials include liquids, solids, and gases that, by themselves or when placed in contact with other materials, can result in contamination of soil or water, poisonous vapors, fires, or explosions. An inadvertent release of hazardous material can enter the environment via air,

soil transport, or surface runoff. When improperly stored or disposed, hazardous materials can contaminate soil and groundwater or surface water and pose a general health hazard to the population via vapors, fumes, water or explosives. Hazardous materials are used and created by industry every day and are commonly found in household items such as insecticides, motor oil and cleaning fluids.

Converse Consulting performed a Phase II Environmental Site Assessment (ESA) for the site. According to historical information, the site appeared to have been undeveloped forested land until it was developed for an automobile dealership in the late 1970s. There were no regulatory records found regarding the use of hazardous materials or petroleum products at the site. However, there are two concrete patched areas that may have been associated with hydraulic lifts or similar equipment. There is also surface staining observed on the concrete floor of an on-site garage building. Automobile service and repair was conducted on the site and, generally, these types of business use and store petroleum products.

The investigation was conducted in response to the Phase I ESA, which identified the following recognized environmental condition in connection with the site considering the historic use of the site was for automobile-related uses.

IMPACTS

a)&b) The fueling station project involves the routine transport, use and disposal of hazardous materials such as gasoline, diesel, motor oil, and cleaning fluids, which are regulated by the Nevada County Environmental Health Department (NCEHD). Comments received by NCEHD note that the project is required to obtain permits for underground tanks, retail food facility, storage of hazardous materials and annual inspections.

Additionally, according to the Phase II Environmental Assessment Findings, the following is a summary from the samples collected and analyzed from the site:

- No VOCs or TPH was reported in the seven soil samples analyzed.

- Eleven metals were reported in the seven soil samples analyzed for CAM 17 Metals. Antimony, cadmium, molybdenum, selenium, silver, and thallium were not reported in the soil samples analyzed. The concentrations of all other metals reported were below their respective Regional Screening Levels (RSLs) for residential soil (RSL-r values), with the exception of arsenic. It should be noted that, while most reported arsenic concentrations exceed the RSL for industrial land use (RSL-i) of 1.6 mg/kg., the maximum arsenic concentration is below the background level of 15 mg/kg that the Department of Toxic Substances Control (DTSC) considers a background level for a site in the area.

- VOCs were detected in three of the soil gas samples collected. The VOCs secbutylbenzene, toluene, xylenes, bromodichloromethane, chloroform, 4-isopropyltoluene, and 1,3-butadiene were reported as detected in one or more of the soil gas samples. None of the

VOCs detected were above their corresponding California Human Health Screening Levels (CHHSLs) for either residential or industrial land use.

Based upon the results presented in the Phase II Environmental Analysis, the site has not been significantly impacted by releases of chemicals related to historic automobile related uses.

Moreover, according to Nevada County Environmental Health Records, no records of onsite sewage disposal systems, water wells, or solid waste disposal sites are identified at the project site. A Leaking Underground Storage Tank case located approximately 100 feet to the south and east of the project location was completed and closed in 2001. NCDEH is not aware of any records indicating mining activity on the project site; however, an unresolved clean-up site exists approximately 600 feet to the north of parcel 029-310-006) (Envirostor ID 29000005). In light of the above, NCDEH does not anticipate any significant or potentially significant impacts to water quality or to public health as a result of project approval providing applicable local and State requirements are met. NCDEH has no objection to approval of the referenced project with the following conditions:

1. The applicant shall contact the Consumer Protection Division of NCDEH regarding the proposed retail food establishment. A major Food Facility Plan Review is required in accordance with current department policies.
2. The applicant shall not begin any construction for the retail food facility without the approval of the construction plans by NCDEH.
3. The applicant shall contact the Hazardous Materials Division of NCDEH regarding the proposed fueling station. A major plan review for the installation of Underground Storage Tanks and/or Hazardous Material Storage systems is required.
4. The applicant shall secure and annual renew applicable permits or certificates of operation for this facility upon becoming subject to applicable regulations. Routine compliance inspections, conducted by NCDEH inspectors, will occur at the facility.

Lastly, the properties are not listed on the City's Hazardous Waste Site or Nevada County's Contaminated Sites lists. In addition, staff conducted a record search on the *State's Geotracker, Envirostor and Department of Conservation websites* and found no evidence of abandoned mine or hazardous waste sites on the project site. These impacts are less than significant.

c)&d)The proposed project does not involve an activity that will emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The project is not located on a site which is included on a list of hazardous materials sites. No impact will occur.

e)&f) The project site is located approximately 3 miles (as the crow flies) from the Nevada County Airport. As required by the Public Utilities Code, the Airport Land Use Commission adopted the *Nevada County Airport Land Use Compatibility Plan*. The compatibility plan's function is to promote compatibility between the airport and surrounding land uses with respect to: height (e.g. height of structures), safety (e.g. number of persons per acre), and noise (e.g. noise sensitive land uses). According to the Nevada County Airport Land Use Compatibility Plan, the project site is located outside of the area of influence.

The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No impact will occur.

g) The project site, as with most of the City of Grass Valley, is designated within a high fire hazard severity zone. The proposed access, water system and fire suppression system to be approved by the City of Grass Valley Fire Department will assure that adequate fire suppression facilities are available on site.

The project will not expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands. These impacts are less than significant.

X. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:	☐	☐	☒	☐
i. Result in substantial erosion or siltation on or off site?	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	☐	☐	☒	☐

X. HYDROLOGY AND WATER QUALITY –	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? or,	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

SETTING

The City of Grass Valley receives an average of 53 inches of rainfall annually. Rainfall can vary substantially from year to year. Rainfall is concentrated during winter months with almost 90 percent of annual precipitation typically occurring between November and April. Site soils fall into Hydrologic Soils Group D, which are soils characterized as having a slow infiltration rate, and thereby a high runoff potential (Soil Survey of Nevada County). As noted, a majority of the project site is covered with impervious surfaces and no formal on-site detention systems exist.

No natural waterways occur on the project site. Existing drainage improvements consisting of curb and gutters have been constructed along the property frontages.

The subject property is located in Flood Zone X (Areas determined to be outside the 500-year flood plain) according to the *Flood Insurance Rate Map for the County of Nevada, Map No. 06057C0627E dated February 3, 2013.* Due to the site's topography and location away from any major waterways, flooding is not a concern on the project site according to *Federal Emergency Management Agency (FEMA).*

IMPACTS

a) The site is relatively flat with minimal site grading overall; however, with construction of underground storage tanks to serve the fueling station, the project will require a grading permit by the City of Grass Valley Public Works Division, pursuant to the City's Grading Ordinance.

   Based upon preliminary engineering design, stormwater detention design is anticipated to keep the storm drainage in its historical patterns and will be sized sot that post-development peak stormwater runoff discharge rates shall not exceed the pre-development discharge rates.

As part of the grading permit application, improvement plans shall be prepared in accordance with the City's Grading Ordinance requiring specific measures to address erosion control and the introduction of construction materials into surface waters. These provisions are based upon water quality control Best Management Practices (BMPs). Specifically, Section 402(p) of the Clean Water Act requires National Pollutant Discharge Elimination System (NPDES) storm water permitting to be approved by the Regional Water Quality Control Board for projects disturbing over 1 acre. Standard Public Works conditions of approval requiring a NPDES permit from the Regional Water Quality Control Board will be imposed thereby reducing potential impacts to a less than significant level.

Hydrology & Water Quality Conditions:

1. The applicant shall submit a Storm Water Pollution Prevention Plan (SWPPP) to the City for acceptance, file a Notice of Intent with the California Quality Control Board and comply with all provisions of the Clean Water Act. The applicant shall submit the Waste Discharge Identification (WDID) number, issued by the state, to the Engineering Division.
2. A detailed grading, permanent erosion control and landscaping plan shall be submitted for review and approval by the Engineering Division prior to commencing grading. Erosion control measures shall be implemented in accordance with the approved plans. Any expenses made by the City to enforce the required erosions control measures will be paid by deposit.

b) As noted, the project will be served by City of Grass Valley, which operates a water treatment and distribution system that provides approximately 5.0 million gallons per day (mgd) and serves more than 2,300 customers in the City with domestic water service. The proposed project is not anticipated to deplete groundwater supplies or interfere substantially with groundwater recharge, alter the existing drainage pattern of the site or area, exceed the capacity of the existing or planned capacity of storm water drainage systems or provide substantial additional sources of polluted runoff, degrade water quality. These potential impacts are considered less than significant.

c) The project is not anticipated to alter the existing drainage patterns of the site, including but not limited to: (i) Result in substantial erosion or siltation on or off site; (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; (iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows.

As noted above, the City's Grading Ordinance requires specific measures to address erosion and the introduction of construction materials into surface waters. These impacts are less than significant.

d)&e)The project is not in an area of flood hazard, tsunami, or seiche zones or would release pollutants due to project inundation.

The project does not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. No impact will occur.

XI. LAND USE AND PLANNING — Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

SETTING

Both the 815 and 821 S Auburn Street project sites are an infill industrial/commercial property surrounded by existing industrial and commercial land uses.

The City of Grass Valley 2020 General Plan Land Use Map (updated February 2007) identifies the property and area as slated for industrial and commercial uses.

The zoning designation is Light Industrial (M-1) and Commercial (C), which permits an array of industrial and commercial uses.

IMPACTS

a)&b) The project site is surrounded by urban development consisting of industrial and commercial uses on all sides. The project is considered an in-fill development that will not physically divide an established community.

Multiple 2020 General Plan policies, goals and objectives support both in-fill development, preservation of existing neighborhoods and economic activity, which include, but are not limited to:

2-LUG – Promote infill as an alternative to peripheral expansion where feasible.
3-LUO – Reduction in the amount of land necessary to accommodate future growth.
4-LUO – Reduction in the environmental impacts associated with peripheral growth.
7-LUG – Create a healthy economic base for the community, including increasing employment opportunities through attraction of new and compatible industry and commerce, and through retention, promotion and expansion of existing businesses.
3-CG – Provide for the safe and efficient movements of people and goods in a manner that respects existing neighborhoods and the natural environment.

Development of the property will not divide an established community or conflict with any applicable land use plan, policy or regulation. The project is in accordance with the City's Heavy Commercial and Light Industrial Zone designations. No impact will occur.

XII. MINERAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

SETTING

The City of Grass Valley adopted a *General Plan Mineral Management Element (MME) on August 24, 1993.* The MME contains four resource areas defined as follows:

MRZ – 1: Areas where adequate information indicates that no significant mineral deposits are present.
MRZ – 2: Areas where adequate information indicates that significant mineral deposits are present or where it is judged that there is a high likelihood for their presence.
MRZ – 3: Areas containing mineral deposits the significance if which cannot be evaluated from available data.
MRZ – 4: Areas where available information is inadequate for assignment to any other MRZ zone.

IMPACTS

a)&b)The *General Plan Mineral Management Element* does not show the site as being near an area classified as having significant mineral deposits. The Arco AM/PM property is not located near one of the two areas identified in the Mineral Management Element (MME) as being targeted for mining conservation. Should mining activities be proposed in the area, the MME includes a policy statement that requires a proposed mine project to address potential impacts on the urban uses based upon the nature of the mining activities. According to the MME, the proposed project is not anticipated to result in the loss of availability of a known mineral resource or locally known minimal resource. No impact will occur.

XIII. NOISE—	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or as applicable standards of other agencies?	☐	☐	☒	☐
b) Generate excessive ground borne vibration or ground borne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

SETTING

Noise is generally defined as loud, unpleasant, unexpected, or undesired sound that disrupts or interferes with normal human activities. Although exposure to high noise levels over an extended period has been demonstrated to cause hearing loss, the principal response to noise is annoyance.

Sound intensity is measured in decibels (dB) using a logarithmic scale. For example, a sound level of 0 dB is approximately the threshold of human hearing, while normal speech has a sound level of approximately 60 dB. Sound levels of approximately 120 dB become uncomfortable sounds.

Two composite noise descriptors are in common use today: L_{dn} and CNEL. The L_{dn} (Day-Night Average Level) is based upon the average hourly noise level over a 24-hour day, with a +10-decibel weighting applied to nighttime (10:00 p.m. to 7:00 a.m.) noise values. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were subjectively twice as loud as daytime exposures. The CNEL (Community Noise Equivalent Level), like L_{dn}, is based upon the weighted average hourly noise over a 24-hour day, except that an additional +4.77 decibel penalty is applied to evening (7:00 p.m. to 10:00 p.m.) hours. The CNEL was developed for the California Airport Noise Regulations and is normally applied to airport/aircraft noise assessment. The L_{dn} descriptor is a simplification of the CNEL concept, but the two will usually agree, for a given situation, within 1dB. Like the noise levels, these descriptors are also averaged and tend to disguise short-term variations in the noise environment. Because they presume increased evening or nighttime sensitivity, these descriptors are best applied as criterial for land uses where nighttime noise exposures are critical to the acceptability of the noise environment, such as residential developments.

Potential noise in and around the area consists of vehicular traffic, industrial and commercial uses in the project vicinity. The nearest sensitive receptors are the residential uses located on Village Way approximately 1,200 feet (as the crow flies) west of the project site.

IMPACTS

a) Existing potential noises in the project vicinity include vehicular traffic, light industrial and commercial uses in the vicinity; however, these noise sources are considered less than significant.

The project includes earthwork construction and building construction that will generate additional noise in the project vicinity. Earthwork construction is anticipated to be completed in one phase. Similarly, building construction is anticipated to occur in one phase. During the construction phases, noise from construction actives (dozers, graders, generators, saws, pneumatic tools, etc.), will occur in the project area. Activities involved in construction will generate noise levels, generally ranging from 70 to 90 dB at a distance of ±50 feet. These can generally be reduced approximately 5 dB at distances of 100 feet.

Equipment used for the project and the dBA for each type of equipment includes:

Equipment Type	dBA at 50 feet
Backhoe	84 dBA
Excavator	81 dBA
Generator	81 dBA
Jackhammer	89 dBA
Paver	77 dBA
Pickup Truck	75 dBA
Pneumatic Tools	85 dBA

In accordance with the City's Municipal Code, construction activities will be temporary in nature and will occur between normal working hours of 7:00 a.m. to 6:00 p.m. Monday through Friday and not at all on Sunday and legal holidays.

According to the State's General Plan Guidelines and City General Plan Noise Element, noises which are generally less than ±60 dB CNEL are normally acceptable for outdoor low-density residential uses considering that any building impacted would be of normal conventional construction without any special noise insulation requirements. As noted, acceptable noise levels are determined using the Community Noise Equivalent Level (CNEL). The type of equipment used may intermittently exceed ±60 dB, during the working hours from 7:00 a.m. to 6:00 p.m. However, the nearest sensitive receptors are located on Village Way approximately 1,200 feet (as the crow flies) from the project site. Considering the proximity to sensitive receptors, noise impacts are less than significant.

b) Considering the level of earthwork required and distance from existing sensitive receptors, the project is not anticipated to expose people to ground borne vibration or ground borne noise levels. Grading will cause or contribute to a temporary increase in ambient noise levels; however, this impact is short-term and is subject to the City's Noise Ordinance which limits hours of construction. These impacts are considered less than significant.

c) As the crow files, the project is located approximately 3 miles from the City of Grass Valley Municipal Airport. Due to the distance from the Nevada County Airport, noise impacts associated with the airport will not occur. No impact will occur.

XIV. POPULATION AND HOUSING – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

SETTING

The proposed project is in an area of light industrial and commercial uses. The land use designation for the project site is light industrial and commercial respectively for 815 and 821 S Auburn Street properties according to the *City of Grass Valley General Plan*. The zoning designation is Light Industrial (M-1) and Heavy Commercial (C-3).

The project will be served by existing utilities including sewer, water, electric, gas and storm drainage.

IMPACTS

a) Construction of a fueling station, commercial retail space and car wash is not anticipated to induce substantial unplanned population growth in an area, either directly or indirectly. The area is planned for heavy commercial and light industrial land uses. No impact will occur.

b) The project site contains no housing units and is not zoned for housing purposes. The project will not displace any housing, necessitating the construction of replacement housing or people elsewhere. No impact will occur.

XV. PUBLIC SERVICES –- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

XV. PUBLIC SERVICES --	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

SETTING

The proposed project area is within the City of Grass Valley and is served by the following public services:

- *Fire Protection:* The City of Grass Valley Fire Department provides fire protection and emergency medical services within the City. The Ophir Hill Fire Protection District serves lands east of the City limits, and the Nevada County Consolidated Fire District (NCCFD) serves the area generally north, west, and south of the City limits. The Fire Department is part of the tri-agency Joint Operating Agreement that includes the Nevada City Fire Department and NCCFD. The Fire Department has three locations: Fire Station #1 (474 Brighton Street), Fire Station #2 (213 Sierra College Drive), and administrative offices at City Hall (125 East Main Street). Equipment includes three front line engines, one reserve engine, one Office of Emergency Services (OES) engine, a ladder truck, one air support unit, and five staff vehicles.

- *Police Protection:* The Department currently employs 27 FTE sworn members and 3 FTE civilian staff. Based upon Grass Valley's population of 13,041 the department's ratio of police officers per 1,000 residents is 2.1.

- *Schools:* Throughout Grass Valley, the Grass Valley School District serves K-8 students and the Nevada Joint Union School District serves students in grades 9 – 12. In addition, through

inter-district contracts (which can be retracted), 467 students from Grass Valley currently attend schools in other school districts.

- *Parks:* The Grass Valley public parks and recreation system is comprised of approximately 108 acres of City park lands, including seven developed parks (Dow Alexander, Elizabeth Daniels, Glenn Jones, Minnie, Memorial, DeVere Mautino, and Condon and one underdeveloped park Morgan Ranch) within the City limits.

IMPACTS

a) The project site is currently served by the City of Grass Valley Police, Fire, Schools, Parks etc. The project is not anticipated to have substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; a need for new or physically altered governmental facilities; the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios; response times or other performance objectives for any of the public services.

The applicant will be required to pay the City's impact fees for the development, including fees for police, fire and school fees. The fees collected by the City are used to augment fire, police, and other public facilities. Furthermore, ballot initial Measure E was recently approved which provides a 1 cent sales tax to expand funding for City of Grass Valley General Fund purposes such as increased police and fire services, enhancing parks and recreational services, and improving streets and sidewalks. Accordingly, impacts to fire protection, police protection, schools, parks, or other public facilities are considered less than significant impacts.

XVI. RECREATION – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might, have an adverse physical effect on the environment?	☐	☐	☐	☒

SETTING

The City owns and maintains eight park/recreation facilities. These include three parks currently classified as "community parks": Condon Park, Mautino Park, and Memorial Park. One of the

eight parks, Morgan Ranch, is still undeveloped. In addition, the City contracts with Nevada County Historical Society to operate the Pelton Wheel Mining Museum/Glen Jones Park. An inventory of City owned/operated parks and recreation facilities include: Memorial Park, 8.4 acres; Condon Park, 80 acres; Pelton Wheel Mining Museum/Glen Jones Park, 1.7 acres; Brighton Street Park (Minnie Street), 1.6 acres; Elizabeth Daniels Park, 0.3 acres; Dow Alexander Park, 0.5 acres; Morgan Ranch Park, 4.08 acres; and Mautino Park, 12.5 acres.

Additional park/recreational facilities within the City of Grass Valley but owned and maintained by entities other than the City are: Nevada County Country Club, 58 acres; Sierra College fields, 7.95 acres; Hennessy School, 3 acres.

IMPACTS

a)&b) The project providing additional service commercial uses is not anticipated to generate the need for additional parkland in the City. As noted, the project will be subject to City of Grass Valley development fees; however, the project is not anticipated to increase the use of existing neighborhood and regional parks, recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. The proposed project will not generate the need for additional park facilities. No impact will occur.

XVII. TRANSPORTATION – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street 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)?	☐	☒	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐

XVII. TRANSPORTATION –	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Result in inadequate parking capacity?	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

SETTING

Two discussions and analysis regarding traffic are provided in the Traffic Section of this Initial Study:

First, to provide a context of the project area traffic impact discussion and analysis of the *Southern Sphere of Influence Planning and Annexation Project traffic EIR* impacts are discussed. The Southern Sphere of Influence Planning and Annexation Project analysis of the EIR evaluated full development of the Southern Sphere project area consisting of the development of 416 acres of various land uses in the project vicinity. The results of the traffic analysis included the City adoption of Findings of Fact and a Statement of Overriding Considerations. The Statement of Overriding Considerations acknowledged the traffic impacts associated with the Southern Sphere of Influence and Annexation Project as acceptable taking into consideration traffic impacts vs. benefits of the project. The Southern Sphere traffic impacts are discussed below in the Setting Section of this Initial Study.

Secondly, project specific traffic impacts and analysis of the Arco AM/PM project is discussed in the Traffic Impact Section of this Initial Study.

Although, the Arco AM/PM project is located immediately outside of the Southern Sphere of Influence Planning & Annexation EIR project area, the discussion, EIR conclusions and associated Mitigation Measures are germane to the project considering the projects proximity to the Southern Sphere of Influence Planning and Annexation project.

Southern Sphere of Influence Planning and Annexation Project – The primary roadways in the project vicinity include: State Route 49, McKnight Way, La Barr Meadows Road and Crestwood Drive:

State Route 49 – is the north-south state highway that bisects the proposed project. SR 49 connects Grass Valley to Placer County (Auburn) to the south and to portions of Nevada County (Nevada City) to the north. In the vicinity of the project, SR 49 is a two-lane highway with a grade-separated interchange at McKnight Way. Within the immediate project area, SR 49 currently serves approximately 25,000 vehicles per day with one travel lane in each direction (Caltrans 2012). Under the scenarios in which a new at-grade intersection is assumed along SR 49 in the

vicinity of Crestview Drive, SR 49 would serve as the primary access location for both the west and east Southern Sphere development areas.

McKnight Way – is a short east-west arterial roadway that primarily serves as an interchange with SR 49. This roadway is the primary access route to the commercial uses in the vicinity of the interchange. McKnight Way is four lanes wide on the bridge over SR 49 and has numerous auxiliary lanes serving driveways and minor cross streets between Freeman Lane on the west and South Auburn Street/La Barr Meadows Road on the east. This roadway, via this interchange (including intersection) are included in the Regional Transportation Mitigation Fee Program. Improvement options that have been evaluated by the City of Grass Valley and the Nevada County Transportation Commission (NCTC) at the interchange include constructing two-lane, six-legged roundabouts at the ramp terminal intersections that tie into South Auburn Street/La Barr Meadows Road, or installing a coordinated traffic signal system that includes a new traffic signal at the McKnight Way/South Auburn Street/La Barr Meadows Road Intersection.

La Barr Meadows Road – is a north-south two-lane arterial roadway that generally parallels SR 49 to the east. North of McKnight Way, this roadway becomes South Auburn Street. La Barr Meadows Road provides primary access to the project's east development area as it provides connectivity to McKnight Way to the north and SR 49 to the south. In addition, this roadway essentially bisects the east development area, establishing it as the primary transportation facility on the east side of SR 49.

Crestwood Drive – is a new east-west arterial roadway that is assumed to be in place when the project's west development area is added to Existing (2013) conditions and under Cumulative (2035) conditions with the addition of the proposed project. This short roadway will provide access to the Southern Sphere Project, primarily the commercial uses on the west side of SR 49, by way of a new at grade intersection with SR 49, as well as provide a connection to La Barr Meadows Road to the east.

Project impacts of the Southern Sphere of Influence Project were determined by comparing conditions with the Southern Sphere Project to those without the project. Impacts created when traffic from the proposed project forces the LOS to fall below a specific threshold. City standards specify that "If the project traffic causes an intersection or roadway segment to worsen from an acceptable LOS to LOS E or worse or is distributed to an intersection or roadway segment currently operating at an unacceptable LOS, the project is determined to cause a significant impact which much be mitigated."

For the purposes of the traffic impact analysis, evaluation of the potential for traffic impacts was broken down into two development components, the east development area and the west development area, with SR 49 separating and establishing the demarcation of the areas. While the east development area will primarily gain access from La Barr Meadows Road, the west development area is assumed to gain primary access from a new, at grade intersection in the vicinity of SR 49 at Crestview Drive. This improvement is not part of the proposed Southern Sphere project, but it has been considered as a future improvement by the City.

The Southern Sphere project was determined to be included in eight traffic analysis zones (TAZs) as established in the City's Travel demand model. As depicted on **Figure 3.13-3**, TAZ 407 is the only zone on the west side of SR 49, and the remaining TAZs (350, 351, 352, 353, 366, 374, and 375) are east of SR 49. Only TAZs 374 and 350 are entirely encompassed within the project boundary.

The number of trips anticipated to be generated by the South Sphere project was approximated using *Trip Generation 9th Edition (2012), and the Trip Generation Handbook, Second Edition (2004) both published by the Institute of Transportation Engineers (ITE)*. The project's trip generation characteristics were documented by TAZ and by proposed zoning. As a result, it is possible to isolate the project trips anticipated to be generated by the east and west development areas. As appropriate, reasonable trip reductions were included to account for internal trip sharing and pass-by trips in a manner consistent with industry standard methodologies. **Table 3.13-5** presents the trip generation data for the proposed Southern Sphere project.

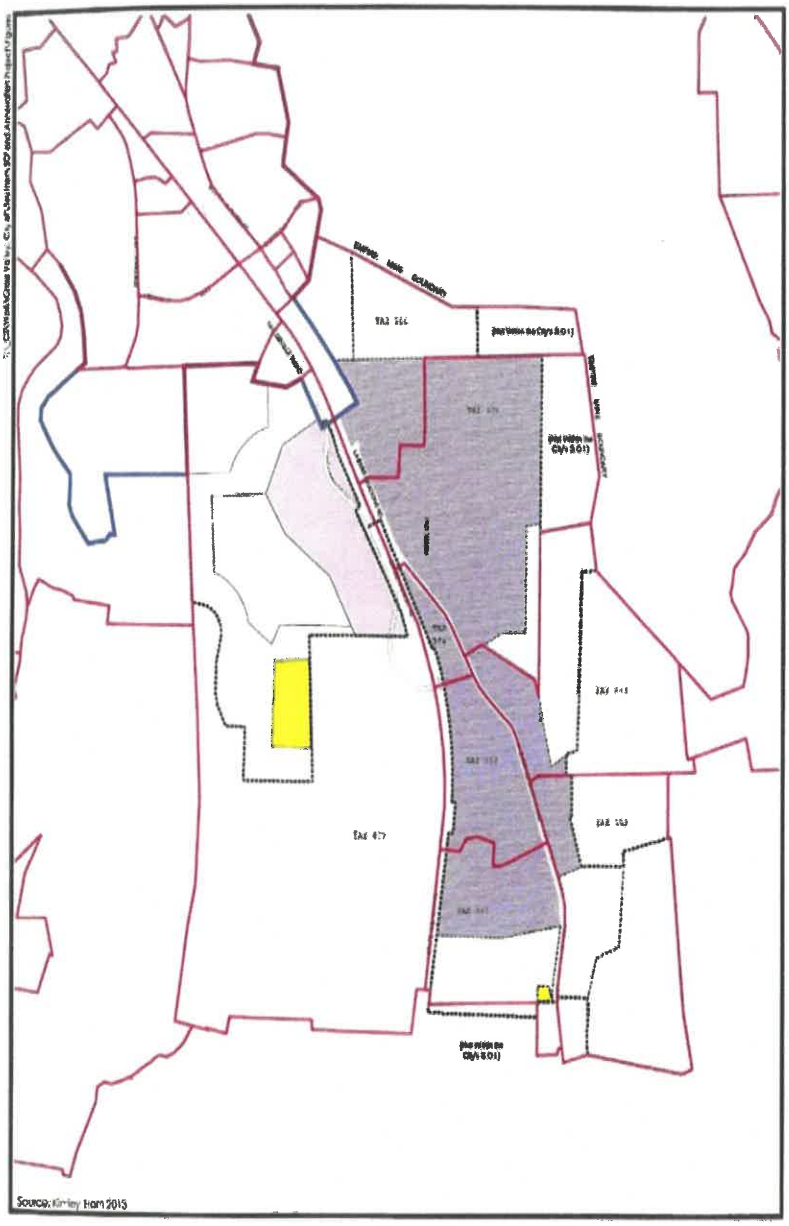


Figure 3.13-3
Traffic Analysis Zones (TAZs)

Based upon the analysis contained in **Table 3.13.5**- the Southern Sphere project is anticipated to generate a total of 21,739 new daily trips and 2,377 new PM peak-hour trips. These totals can be further broken down to 9,880 new daily and 1,331 new PM peak-hour trips for the east development area, and 11,858 new daily and 1,046 new PM peak-hour trips for the west development area.

The near-term and long-term (Cumulative) distribution and assignment of project traffic were developed primary based on exiting and project traffic volumes, the location of households, and the existing and planned transportation network conditions. As discussed later, for existing conditions evaluation of the proposed project, two scenarios were considered: one scenario with only the east development area, and one with both the east and west development areas. Both development areas were considered under cumulative conditions. Project trips were globally distributed as follows:

TABLE 3.13-5
PROPOSED PROJECT TRIP GENERATION

	TAZ	Proposed Zoning	Total Acres	Building Square Feet[1]	Dwelling Units[2]	ITE Land Use Code	Daily Trip Rate	Daily Trips	PM Peak-Hour Trip Rate[3]	PM Peak-Hour Trips
East of SR-49	350	M-2	26.8	175,111	-	130	6.83	1,196	0.85	149
	351	M-2	18.3	119,572	-	130	6.83	817	0.85	102
		Public	20.3	-	-	-	-	352*	-	36*
		RE	0.5	-	1	210	9.52	10	1.00	1
	352	R-2	13.3	-	106	210	9.52	1,013	1.00	106
		OS	33.6	-	-	-	-	-	-	-
		M-1	4	26,136	-	110	6.97	182	0.97	25
	353	M-1	10	65,340	-	110	6.97	455	0.97	63
		OS	21.9	-	-	-	-	-	-	-
	366	R-2	19.1	-	153	210	9.52	1,455	1.00	153
		M-1	16.1	105,197	-	110	6.97	733	0.97	102
		CBP	11.4	124,146	-	750	11.42	1,418	1.48	184
	374	M-2	5.1	33,323	-	120	1.50	50	0.68	23
	375	M-1	40.13	262,209	-	110	6.97	1,828	0.97	254
		M-2	37.97	248,096	-	120	1.50	372	0.68	169
		OS	7.53	-	-	-	-	-	-	-
Subtotal East Side								**9,881**		**1,331**
West of SR-49	407	R-1	16.4	-	66	210	9.52	625	1.00	66
		R-2	25.2	-	202	210	9.52	1,919	1.00	202
		C2	27.71	301,762	-	820	42.7	12,885	3.71	1,120
		OS	53.96	-	-	-	-	-	-	-
		RE	7	-	7	210	9.52	67	1.00	7
Internal Trip Reduction (11% Daily, 13% PM)[3]:								*-1,705*		*-181*
Pass-By Trip Reduction (15%)[4]								-1,933		-168
Subtotal West Side								**11,858**		**1,046**
Total ADT (East + West Sides)								**21,739**		**2,377**

[1] Floor Area Ratio (FAR): 0.15 for M-1 and M-2, 0.25 for C-2 and CBP
[2] RE = 1 unit/acre, R-1 = 4 units/acre, and R-2 = 8 units/acre
[3] Per *ITE Trip Generation Manual, 9th Edition*, using average trip rates for PM Peak-Hour
[4] Per *ITE Trip Generation Manual, 9th Edition*, applied to retail (C2) only, limited to along SR-49
* *Proposed Negative Declaration, Nevada County, California*, May 2, 2013, 10% of Daily Trips for PM peak-hour
Source: Kimley-Horn, 2013

- 50 percent to/from north using SR 49;
- 40 percent to/from south using SR 49; and,
- 10 percent to/from north using South Auburn Street.

Ultimately, it was concluded that future development in the Southern Sphere project area could conflict with plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit, which is a significant impact.

As demonstrated, assuming the maximum possible buildout potential for future development within the project area, the following three study intersections would experience unacceptable levels of service:

1. McKnight Way at Taylorville Road;
2. McKnight Way at SR 49 SB Ramps;
3. McKnight Way at S Auburn Street/La Barr Meadows Road

McKnight Way at Taylorville Road – As shown in **Table 3.13-6**, with full development of the eastern side of SR 49, future development within the Southern Sphere would result in LOS E overall. However, this level of service would improve to LOS D overall with the development of the western side of SR 49, which assumes the development of an at grade signalized intersection on SR 49 at Crestview Drive.

TABLE 3.13-6
EXISTING (2013) AND EXISTING (2013) PLUS PROPOSED PROJECT INTERSECTION LEVELS OF SERVICE

#	Intersection	Analysis Scenario*	Traffic Control	PM Peak Hour	
				Delay (seconds)	LOS
1	McKnight Way at Taylorville Road	Ex	TWSC^	21.0 (331.0)	C (F)
		Ex+PP (1)		37.8 (620.7)	E (F)
		Ex+PP (2)		26.6 (316.6)	D (F)
2	McKnight Way at SR 49 SB Ramps	Ex	Signal	80.4	F
		Ex+PP (1)		127.8	F
		Ex+PP (2)		96.6	F
3	McKnight Way at SR 49 NB Ramps	Ex	Signal	15.5	B
		Ex+PP (1)		17.8	B
		Ex+PP (2)		14.7	B
4	McKnight Way at S. Auburn St/La Barr Meadows Rd	Ex	TWSC^	6.3 (12.7)	A (B)
		Ex+PP (1)		134.1 (415.1)	F (F)
		Ex+PP (2)		52.8 (182.3)	F (F)
5	SR 49 at La Barr Meadows Rd	Ex	Signal	9.7	A
		Ex+PP (1)		18.3	B
		Ex+PP (2)		15.5	B
6	SR 49 at Crestview Dr	Ex	*Not applicable for this scenario*		
		Ex+PP (1)	*Not applicable for this scenario*		
		Ex+PP (2)	Signal	50.5	D

Source: Kimley Horn 2013
** Ex = Existing (2013), Ex+PP (1) = Existing (2013) plus Proposed Project (Scenario 1, east only), EX+PP (2) = Existing (2013) plu Proposed Project (Scenario 2, east and west)*
^ TWSC presented as overall intersection (worst minor approach movement)
Bold = Substandard per City
Shaded cells indicate significant impact as defined by City

McKnight Way at SR 49 SB Ramps – Maximum buildout of the project area would result in LOS F at the intersection of McKnight Way and the southbound SR 49 ramps for both development of the eastern and the western sides of SR 49. In this case, future development of the at-grade intersection of SR 49 and Crestview Drive would improve the delay time by approximately 30 seconds during the PM peak hour, but this would still be considered LOS F.

McKnight Way at South Auburn Street/La Barr Meadows Road – Development of the project area on both sides of SR 49 would reduce operations at this intersection from LOS A (or LOS B) to LOS F. Similar to the other intersections, development of the at-grade intersection of SR 49 at Crestwood Drive would improve the delay at this intersection during the PM peak hour, but would continue to operate at LOS F, which exceeds the City's standards.

The two other existing study intersections would continue to operate within the City's acceptable standards. The intersection of McKnight Way and the northbound SR 49 ramps would continue to operate at LOS B following development of both the eastern and western sides of SR 49. The intersection of SR 49 and La Barr Meadows would experience a slight delay in conditions, going from LOS A under existing conditions to LOS B following development of both the eastern and western sides of SR 49; however, this is still well within the City's level of acceptable conditions.

The sixth study intersection is the currently undeveloped at-grade intersection of SR 49 and Crestview Drive. The need for this new intersection would be triggered by development of the western side of SR 49. Following development of the western side of SR 49, this intersection is anticipated to have a LOS D.

McKnight Way Intersection Improvements – The provision of dual roundabouts on McKnight Way at the SR 49 intersection would improve operation of the intersection to acceptable levels. This improvement would combine the McKnight Way/La Barr Meadows Road/Auburn Street and McKnight Way/SR Northbound Ramps intersection into one intersection, and the McKnight Way/SR 49 Southbound Ramps intersections into one intersection. Due to the close intersection spacing and the coordinated operation of the intersections, the roundabouts would need to be installed simultaneously in order to adequately accommodate traffic flows. This improvement is identified as project number 4 in the *Nevada County Regional Transportation Mitigation Fee Capital Improvement Program (RTMF)*. While included in the RTMF, it is not certain that construction of the improvements would occur prior to development within the project area. Further, it is likely that some development will occur that is too small to require full improvements be installed at this intersection as part of the project conditions and that only payment of fees or other minor improvements would be feasible. Southern Sphere Mitigation Measure MM 13.3.1 noted below requires one of several actions to mitigate project impacts at this intersection.

Because the improvements will be funded as development occurs, it is likely that the level of service at this intersection may decrease below acceptable levels while the City collects sufficient funds to construct the improvements. Because a funding mechanism is in place, and additional improvements will be required as projects in the City develop, the impact is considered temporary as the improvements will eventually be made at this location.

The following Mitigation Measures for the Southern Sphere Planning and Annexation Project have been adopted to mitigate traffic impacts.

MM 3.13.1 The project proponent or successor in interest is responsible for project improvements at the SR 49/McKnight Way intersection as follows:

1. If the project would result in more than 63 total PM peak hour trips and add more than 10 PM peak-hour trips at the intersection of McKnight Way at Taylorville Road, McKnight Way at SR SB Ramps and/or at McKnight Way at S Auburn St/La Barr Meadows, a traffic study shall be prepared to determine the extent of impact(s) and appropriate mitigation responsibility assigned as a condition of approval. As a result of the study, the project could:

   a) Be required to install the improvements at the SR 49/McKnight Way intersection; or,
   b) Pay the project's proportionate share of the SR 49/McKnight Way intersection improvements; or,
   c) Construct some associated improvement that would address project impacts at the SR 49/McKnight Way intersection; or,
   d) Be required to complete a combination of the above to address project impacts at the SR 49/McKnight Way intersection identified in the traffic study.

2. If the project would result in less than 63 total PM peak-hour trips and less than 10 PM peak-hour trips at this intersection, the project proponent or successor in interest shall pay the associated mitigation fees.

IMPACTS

a)&b) **Arco AM/PM Traffic Analysis** – A Traffic Study was prepared by Stantec Consulting dated October 13, 2017 for a previous reduced version of the Arco AM/PM project that included development of the 821 S Auburn Street property consisting of a gas and diesel fueling station with 16 fueling stations, a car wash, and a 3,180 square foot convenience store. Although, the traffic study was specific to the previous project, including 4 more fueling stations and excluded the ±3,770 square foot retail building and demolition of the two-story office building on 815 S Auburn Street, the traffic impacts and conclusions of the traffic study are essentially the same as the proposed revised project considering the difference between less fueling stations and additional retail square footage as outlines below (i.e. a roundabout needs to be constructed at the E McKnight Way/La Bar Meadows Road intersection to mitigate impacts associated with the project):

- A reduction in 4 pumps for a Gas/Service Station with convenience market and car wash (946) would eliminate approximately 55.44 pm peak hour trips (4 fueling positions x 13.86 trips/fueling position=55.44 trips).

- A 3,770 sq. ft. Retail (Medium) building would generate approximately 18.25 pm peak hour trips (3,770 sq. ft. x 4.84 trips/1,000 sq ft. floor area=18.25 trips).

- A 3,770 sq. ft. Retail (High) building would generate approximately 31.44 pm peak hour trips (3,770 sq. ft. x 8.34 trips/1,000 sq. ft. floor area=31.44 trips). The median number of weekday trips for Retail (High) business is 90.46. A Discount Supermarket (854) generates a similar number of weekday trips – 90.86. (Since this is close, trip generation number per 1,000 sq. ft. of floor area for one hour between 4 pm and 6 pm from the Discount Supermarket was used for reference.

Based upon the analysis above, although the revised project adds additional retail space, the reduction in fueling positions more than makes up the additional trips that may be generated from the retail business. Accordingly, the conclusions to the Traffic Study prepared by Stantec Consulting remains valid with the new project.

The trip generation estimates for a Gas Station with Market and Car Wash were calculated using the standard reference *Trip Generation, 9th Edition, published by the Institute of Transportation Engineers (ITE).* Trip generation is defined as the number of "vehicle trips' produced by a particular land use or project. A trip is defined as a one-direction vehicle movement. The total number of trips generated by each land use includes the inbound and outbound trips. The estimated potential trip generation of the proposed project is shown in **Table 6 –** *Proposed Project Trip Generation*. It is estimated that the project will generate approximately 190 and 222 total trips during the AM and PM peak hours, respectively.

Table 6: Proposed Project Trip Generation

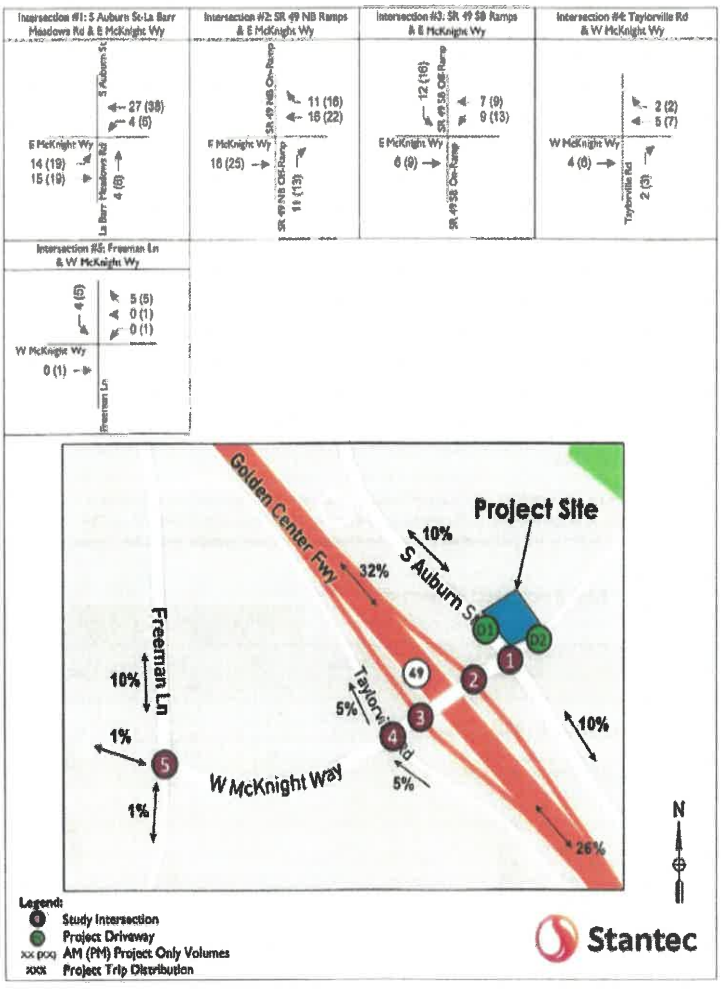
Land Use	ITE Code	Size		AM Peak				PM Peak			
				Rate	In	Out	Total	Rate	In	Out	Total
Gasoline Station, Conv. Market & Car Wash	946	16	fueling positions	11.84	97	93	190	13.86	113	109	222
Pass-By Trips [A]					60	58	118		63	31	124
Total New Trips					***37***	***35***	***72***		***50***	***48***	***98***

Note:
A - Pass-by trips for gasoline station estimated at 62 % and 56 %
ITE Source: ITE Trip Generation Manual 9th Edition, 2012

Trip distribution – Trip distribution is a process that determines in what proportion vehicles would be expected to travel between a project site and various destinations outside the project study area. The process of trip assignment determines the various routes that vehicles would take from the project site to each destination using the estimated trip distribution.

The project is expected to "generate" and "attract" trips throughout the City and from other locations throughout the area. Directional trip distribution for project generation trips was estimated based upon existing traffic flow patterns, geographic location of the project site, and location of other similar destinations. The estimated trip distribution patterns and project only trips are shown on **Figure 4** – *Project Trip Distribution and Assignment*.

Traffic Impact Study for Proposed Arco Station in Grass Valley, CA — Figure 4
Project Trip Distribution and Assignment



Based on input from City staff, the weekday AM and PM peak hour traffic conditions for the following scenarios were analyzed:

- Existing traffic conditions
- Existing plus Project Traffic condition
- Cumulative Traffic Condition
- Cumulative plus Project Traffic Condition

Figure 5 shows the Existing plus Project Conditions peak hour turning movement volume and lane geometry.

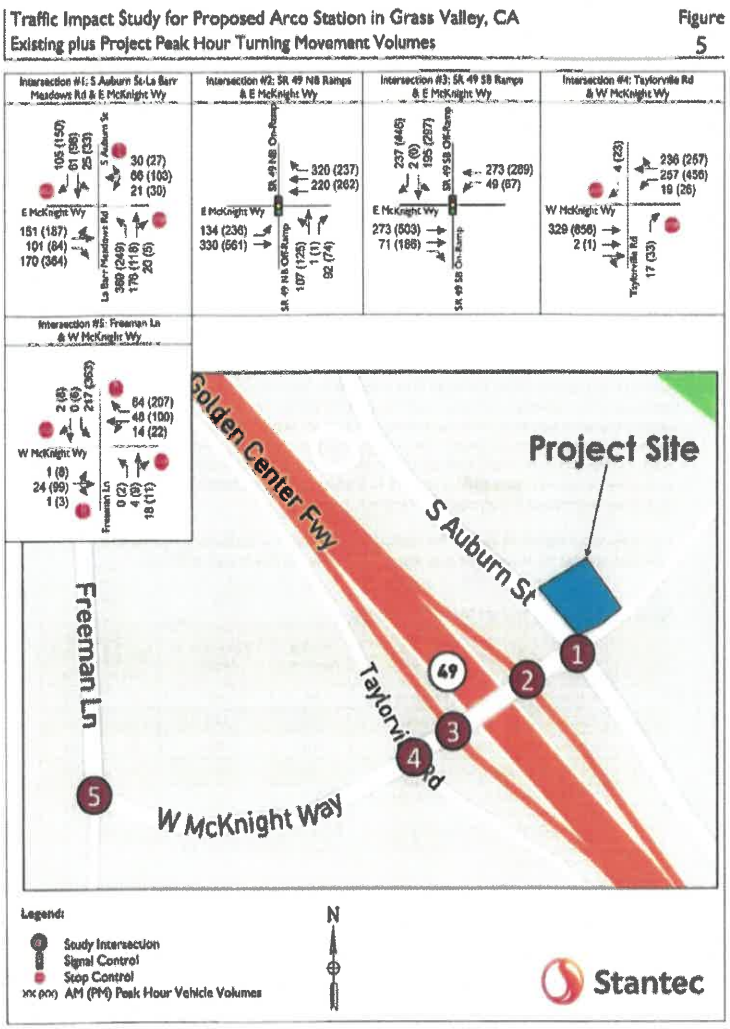


Table 7 shows the LOS under Existing plus Project Conditions. All intersections operate at acceptable LOS D or better, except the intersection of McKnight Way and Auburn Street, which currently operates at LOS F as a stop-controlled intersection. Under the Existing plus Project scenario, project traffic would use the intersection. The intersection would continue to operate as LOS F, which is considered a significant impact.

Table 7: Existing plus Project Intersection LOS

	Intersection	Existing Control	Existing plus Project Condition				Project Trips	
			AM		PM		AM	PM
			Delay	LOS	Delay	LOS		
1	E. McKnight Way / S. Auburn Street	Roundabout[1]	14.1	B	11.2	B	60	87
		AWSC[1]	24.5	C	26	D		
		TWSC[2]	>120	F	>120	F		
2	E. McKnight Way / Hwy 49 NB ramps	Signal	14.1	B	17.4	B	56	76
3	E. McKnight Way / Hwy 49 SB ramps	Signal	13.0	B	14.7	B	34	47
4	E. McKnight Way / Taylorville Road	TWSC	11.1	B	12.8	B	13	18
5	E. McKnight Way / Freeman Lane	AWSC	10.4	B	20.5	C	9	12

*Note: **TWSC** is Two Way Stop Controlled, **AWSC** is All Way Stop Controlled*
1.Roundabout and AWSC are not existing, but shown for comparison purposes. 2.Intersection is three-way stop controlled but modeled as TWSC, which is a conservative assumption.
Source: Stantec, October 2017

As the Arco AM/PM would be situated on South Auburn Street/McKnight Way, pass-by trip reduction was applied. These trips, known as Pass-by trips, do not result in a route deviation

for the existing vehicles as these vehicles are already traveling on a route that provides direct access to the project site. Therefore, these trips result in increased driveway traffic for the project site but do not result in an increase of traffic traveling through the network. Without applying the Pass-By reduction, the trip estimation would effectively double the count trips which are attributed to these vehicles. The ITE estimates Pass-By trips to be approximately 65% during the AM peak hour and 52% during the PM peak hour for this land use.

It is estimated that the ARCO will generate approximately 72 new trips during the AM peak hour and 98 new trips during the PM peak hour after pass-by trips have been accounted for.

The analysis and findings of the Stantec Traffic Study dated October 13, 2017 concluded:

Existing Condition – Five study intersections were evaluated in the analysis:

- All the intersections operate at an acceptable Level of Service (LOS D) or better, except McKnight Way/S. Auburn Street intersection under stop control. However, this intersection is planned for improvement to a roundabout and would operate as acceptable LOS as a roundabout.
- The 95th percentile queue lengths are contained within the existing turn bays.
- The McKnight Way roadway has a low operating speed under existing conditions, likely due to the closely spaced intersections.

Existing plus Project:

- The proposed ARCO gas station with convenience store and car wash was estimated to generate approximately 190 new trips during the AM peak hour and 222 new trips during the PM peak hour. However, after accounting for pass-by-trips, the project is expected to contribute just 72 new trips and 98 new trips to the transportation network during the AM and PM peak hours, respectively.
- Similar to the existing conditions, all the intersections operate at acceptable LOS D or better, except McKnight Way/S Auburn Street under stop control. This represents a significant impact.
- Similar to existing conditions, the non-mitigated 95th percentile queue lengths are contained within the existing turn bays.
- The McKnight Way roadway is expected to have a low operating speed, likely due to the closely spaced intersections.
- There are two proposed driveways for this project, one on McKnight Way and one on Auburn Street.
- If circulation issues within the site occurred, they would have the potential to induce queuing on McKnight Way. Under serious circumstances this could lead to a queue spill back into the McKnight Way/Auburn Street roundabout.
- The driveway on Auburn Street is located close to the planned roundabout. Left turning traffic from this driveway could potentially create a safety hazard as vehicles are exiting the roundabout. Stantec recommends considering restricting exiting traffic to right-turn-only.

Mitigations:

- For the near term, the McKnight Way/S Auburn Street intersection would operate at acceptable LOS with all-way stop control operations. However, the 95th percentile queue for the eastbound approach is expected to exceed storage for this mitigation, which is not acceptable.
- The McKnight Way/S Auburn intersection is planned for improvement to a roundabout in the future and would operate at acceptable LOS as a roundabout. Roundabout control is an appropriate mitigation to reach level of insignificant impact.

Cumulative Year:

- The future year traffic volumes were estimated using a 1% assumed growth rate.
- All intersections operate at acceptable LOS D or better, except:
  - McKnight Way/S Auburn Street intersection under stop control. However, this intersection is planned for improvement to a roundabout and would operate at acceptable LOS as a roundabout.
  - McKnight Way/Freeman Lane intersection which is currently all-way stop controlled, if signalized the intersection would operate at acceptable LOS.
  - The 95th percentile queue lengths are contained within the existing turn bays.
  - The McKnight Way roadway is expected to have a low operating speed, likely due to the closely spaced intersections.

Cumulative Plus Project:

- All intersections operate at acceptable LOS D or better, except:
  - McKnight Way/S Auburn Street intersection under stop control, representing a significant impact.
  - McKnight Way/Freeman Lane intersection which is currently all-way stop controlled, representing a significant impact.
- The unmitigated 95th percentile queue lengths are contained within the existing turn bays.
- The McKnight Way roadway is expected to have a low operating speed, likely due to the closely spaced intersections.

Mitigations:

- The McKnight Way/A Auburn Street intersection is planned for improvement to a roundabout in the future and would operate as acceptable LOS as a roundabout. Roundabout control is an appropriate mitigation to reach a level of insignificant impact.
- The McKnight Way & Freeman Lane intersection would operate at acceptable LOS if signalized. Signalization is an appropriate mitigation to reach a level of insignificant impact in the future when traffic volumes reach a level warranting a signal.

Mitigation – To mitigate potentially significant impacts in the near term with minor intersection modifications, Stantec investigated the expected operations under all-way stop control. If a stop sign were added to the eastbound approach to make the intersection all-way stop controlled, the LOS would be expected to improve to acceptable operations. This control change would introduce the potential for increased queuing on McKnight Way.

Under the mitigated all-way stop control operations, a stop sign would be installed on the eastbound approach of the McKnight Way and Auburn Streets intersection. The eastbound approach under existing conditions currently operates without stop control and therefore queues are not expected to for eastbound on McKnight Way. Under the mitigated control, the expected 95% queue would exceed the storage available, possibly resulting in vehicles spilling back into the McKnight Way/CA-49 ramp intersection. This could block vehicles from entering or existing the ramps and could result in impacts to the McKnight Way corridor operations. This queue represents a potentially significant impact.

In the future, the McKnight Way/Auburn Street intersection is planned for improvements to a roundabout. Under roundabout control it is expected to operate at acceptable LOS for Plus Project Conditions. The roundabout control would represent an acceptable mitigation measure.

According to *Regional Transportation Mitigation Fee Nexus Study* adopted by *Nevada County Transportation Planning Agency* and Traffic Study prepared for the project, duel roundabouts are planned at the intersection of East Main and S. Auburn Streets. The provision of duel roundabouts on McKnight way at the State Route 49 intersection would improve operation of the McKnight Way/Freeman Lane intersection to acceptable levels. This improvement would combine the McKnight Way/La Barr Meadows Road/Auburn Street and McKnight Way/SR 49 Northbound ramps intersection into one intersection, and the McKnight Way/Taylorville Road and McKnight Way/SR 49 Southbound Ramps intersection into one intersection. Due to the close intersection spacing and the coordinated operation of the intersections, it is anticipated that the roundabouts would need to be installed simultaneously to adequately accommodate traffic flows. These roundabout improvements are identified as **Project No. 4** in the Nevada County Regional Transportation Mitigation Fee Capital Improvement Program:

Table 8 – *Calculation of Potential Amount Collectable Through the RTMF 2016 - 2030*

Project ID (from Previous Study)	Project ID (New)	Facility	Segment	Updated Cost Estimate	% of Need Attributable to New Development	Costs Attributable to New Development	Costs Attributable to Existing Deficiencies (not New Development)	Funding from Other Sources (STIP, SHOPP, etc.)	Funds from other sources beyond what is needed for existing deficiencies	Amount Potentially Collectable from Mitigation Fees	RTMF Funds Currently Available	RTMF Funds Spent on Project	Amount Potentially Collectable from RTMF	Funds Needed from Other Sources
				(A)	(B)	(C) = (A)*(B)	(D) = (A) - (B)	(E)	If (E)>(D), (F)=(E)-(D) Otherwise (F) = 0	(G)=(C)-(F)	(H)	(I)	(J)=(G)-(H)-(I)	(K)=(A)-(E)-(J)
1	1	SR-49 Interchange	Dorsey Drive	$24,000,000	33%	$7,991,555	$16,008,445	$19,385,609	$3,377,164	$4,614,391	$929,114	$214,020	$3,471,257	$0
2B	2	SR-49	S/o La Barr Meadows Rd (SB)	$33,417,273	12%	$4,005,587	$29,411,686	$0	$0	$4,005,587	$0	$0	$4,005,587	$29,411,686
2C	3	SR-49	South of Alta Sierra Dr (SB)	$123,414,693	3%	$3,862,597	$119,552,096	$0	$0	$3,862,597	$0	$0	$3,862,597	$119,552,096
4	4	SR-49 NB & SB Ramps	@ McKnight Way	$8,000,000	64%	$5,089,431	$2,910,569	$0	$0	$5,089,431	$0	$0	$5,089,431	$2,910,569
6	5	SR 20 EB Ramps	@ McCourtney Rd	$1,556,515	32%	$500,432	$1,056,083	$0	$0	$500,432	$0	$0	$500,432	$1,056,083
10	6	SR 20/49 NB Ramps	@ Idaho Maryland Rd	$1,380,043	100%	$1,380,043	$0	$0	$0	$1,380,043	$0	$0	$1,380,043	$0
13A	7	SR 20/49 SB Ramps	@ Ridge Rd/Gold Flat Rd	$670,000	52%	$350,227	$319,773	$0	$0	$350,227	$0	$0	$350,227	$319,773
15	8	SR 20/SR 49	@ Uren St	$1,088,655	21%	$233,760	$854,895	$0	$0	$233,760	$0	$0	$233,760	$854,895
29	9	E.Main St	@ Bennett St/Richardson St	$1,500,000	100%	$1,500,000	$0	$0	$0	$1,500,000	$268,465	$0	$1,231,535	$0
*	10	South Auburn St	@ SR-20/49 NB Ramps	$1,033,842	100%	$1,033,842	$0	$0	$0	$1,033,842	$0	$0	$1,033,842	$0
**	11	SR-49	@ Coyote St	$350,000	34%	$119,288	$230,712	$0	$0	$119,288	$0	$0	$119,288	$230,712
	12	Admin Costs and 5-year reviews (2% of program)											$425,560	
		Total		$196,411,021		$26,056,763	$170,344,258	$19,385,609	$3,377,164	$22,669,599	$1,197,579	$214,020	$21,703,560	$154,335,813
		As a percent of total costs for needed projects				13%	87%			12%	1%		11%	79%

* indicates a project that had been in the previous Grass Valley TIF project list but is now being identified as a regional project and so shifted to the RTMF program

** indicates a new project not in the previous project list but identified in the current study as a deficiency that is at least partially attributable to new development

To date, no funding has been allocated to Project No. 4 according to the Nevada County Transportation Planning Agency.

To accommodate the roundabout, additional right of way will be required along the south and west property lines as shown on the project plans. The right-of-way will be dedicated as part of the project as determined acceptable by the City Engineer.

As noted, the traffic impacts of the Project fall within the scope of the impacts, mitigation requirements and overriding findings of the First Tier *Southern Sphere of Influence Planning and Annexation Project and related EIR* ("Annexation Project"). In conformance with the Annexation Project and Related EIR mitigation requirements, and the City's adopted traffic mitigation fee ordinances, the AM/PM Project will be paying a Fair Share roundabout contribution and adopted traffic mitigation fees for both the Grass Valley and Regional improvement programs. The traffic impacts of the AM/PM Project are deemed acceptable and in compliance with all relevant adopted traffic mitigation program requirements with the following mitigation measures.

TRANS MM-1 The project proponent or successor in interest is responsible for project improvements at the SR 49/McKnight Way intersection as follows:

1) The applicant shall dedicate right-of-way as shown on the project plans subject to approval of the City Engineer and Caltrans.

2) Prior to the issuance of a building permit, the applicant shall pay the project's proportionate share of the SR 49/McKnight Way roundabout intersection improvements.

While implementation of the Southern Sphere of Influence Planning and Annexation Project Mitigation Measure MM 3.13.1 would provide some mitigation for the reduction in level of service at the three study intersections, the impact remains significant and unavoidable. This impact remains significant because it is unknown when the intersection improvements would occur, and the construction of the complete improvement is not be feasible for a single project, as is the case with the proposed Arco AM/PM project. Furthermore, the City of Grass Valley does not have sole jurisdiction over the approval of construction or timing of when the improvements would occur and shares that responsibility with the State Department of Transportation (Caltrans).

In addition, this impact required an overriding consideration since the impact experienced prior to Cumulative (2035) conditions may be unavoidable due to the following factors: 1) The intersection will exceed LOS standards at some unknown time before the Cumulative (2035) conditions, which is when the intersection improvements are presumably in place; 2) the proposed intersection improvements require further analysis as well as the analysis of other alternatives; and 3) the collection of mitigation fees to fund the improvements is not guaranteed to be assigned to the needed intersection improvements. Further, traffic analysis will be required to evaluate the effects of each individual development within the project area

that satisfy the requirements for traffic analysis as detailed in the City's Improvement Standards. When improvements are determined to be feasible, each of these individual development projects will be conditioned to mitigate their impacts accordingly. Therefore, this impact is considered significant and unavoidable and a Statement of Overriding Considerations was adopted by the City Council concurrently with the Southern Sphere of Influence Planning and Annexation project EIR.

As stated in the Annexation Project and EIR, the impacts of continuing development until such time as the proposed roundabouts were constructed resulted in interim intersection levels of service otherwise below City standards (i.e. significant unavoidable impacts). The City adopted as a matter of policy, justification, and overriding findings, a traffic mitigation framework that allowed for continuing development during the interim period before the roundabouts are constructed. Development projects that contribute impacts to the proposed Roundabout intersections have proceeded to approval pursuant to negative declarations in accordance with this adopted Annexation mitigation framework and Overriding Findings and implementing traffic fee ordinances, even though interim LOS conditions exist that would otherwise be considered significant.

The traffic impacts of the AM/PM Project, with the mitigations set forth in the Annexation Project and EIR, and upon payment of the required Fair Share Contribution and Traffic Fees, are deemed acceptable and in conformance with all applicable traffic mitigation requirements, and within the scope of the impacts for which tiered Annexation Project overriding findings were adopted. The Overriding Findings adopted during the approval of the Annexation Project and EIR (**Attachment 2** – *Southern Sphere of Influence Planning and Annexation Project Statement of Overriding Considerations*).

Therefore, based upon prior Overriding Considerations, this impact is acceptable and less than significant with mitigation.

c) The project site is located approximately 3 miles (as the crow flies) from the Nevada County Airport. As required by the Public Utilities Code, the Airport Land Use Commission adopted the *Nevada County Airport Land Use Compatibility Plan*. According to the Nevada County Airport Land Use Compatibility Plan, the project site is located outside of the area of influence. Accordingly, the project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. No impact will occur.

d) All improvements will be designed to City of Grass Valley and Caltrans standards. As such, the project will not substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment). This potential impact is less than significant.

e) The primary roadways that would provide access to the project area include La Barr Meadows Road and State Route 49. Several other roadways in the project vicinity are likely to be used

by project traffic, including the future Crestview Drive intersection with SR 49 and the improved McKnight Way. Future development within the project area may contribute more traffic to the main evacuation routes in the area (SR 49 and La Barr Meadows Road, and farther away, SR 20) in the event evacuations are ordered in the vicinity of the project area. However, all future development within the project area will be required to comply with City requirements for emergency access, and development plans would need to be checked and approved by the fire department to ensure adequate emergency access during construction and implementation. Therefore, future development within the project area is expected to maintain adequate emergency access and access to evacuation routes. This potential impact is considered less than significant.

f) As noted in the project description, a total of thirty-seven (37) parking spaces are provided including 2 van accessible parking spaces; 2 EV charging stations; 19 standard spaces adjoining the buildings; 6 under canopy spaces; and, 8 parallel spaces along the east property line. With exception of the parallel parking spaces, parking space dimensions are 9 feet by 18 feet with backing distances of 24 feet, in compliance with City standards. The parallel parking spaces will be required to be reconfigured to be a minimum of 9 feet by 18 feet. The City's parking standard for convenience stores is one parking space per 250 square foot of floor area. One space per 500 square feet is required for storage areas.

g) Existing sidewalks are located along the property frontages. As shown on the project plans, sidewalks will be constructed as part of the initial and final designs.

There are no existing bicycle facilities, sidewalks, or other pedestrian facilities on La Barr Meadows Road or State Route 49 adjacent to the project site.

The project will not conflict with adopted polices, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks, etc. No impact will occur.

XVIII. UTILITIES AND SERVICE SYSTEMS –	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has	☐	☐	☐	☒

XVIII. UTILITIES AND SERVICE SYSTEMS –	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				
d) Generate solid waste in excess of State and local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

SETTING

Drainage from and around the project site includes existing on-site swales and storm water infrastructure constructed both on and off-site.

Solid waste within the project area is collected by Waste Management, a licensed private disposal company. Solid waste is transported to the company's transfer station located on McCourtney Road.

Domestic water service to the proposed development is provided by the City of Grass Valley via existing water lines that were installed following development in the project area. According to the General Plan EIR, water supplies are sufficient to supply growth anticipated in the General Plan, which included the project site.

Sewage collection is provided by the City of Grass Valley via existing sewer lines along N Auburn Street. According to the General Plan EIR, sewage collection facilities are sufficient to supply growth anticipated in the General Plan, which included the project site.

IMPACTS

a)&b)The project will not exceed wastewater treatment requirements by the Regional Water Quality Control Board or result in the need to construct new water or wastewater treatment facilities.

Internal infrastructure improvements, including wastewater sewer are proposed with the project, in accordance with City standards. However, the wastewater generated by the project is not anticipated to cause significant environmental effects. No impact will occur.

c) The project will not require an expansion of wastewater treatment facilities that the City cannot provide in addition to the City's existing commitments. No impact will occur.

d)&e) New sewer connections are proposed with the project and will be served via the extension of existing utilities for the property on N Auburn Street.

Sewer Connection Fees are collected with the issuance of a building permit or at a request to connect to the City's sewer system. Sewer service connection fees for new development are currently due at the time of building permit issuance.

Demolition and building permits are required for the project. Demolition and building permit authorization are subject to recycling requirements of the California Green Building Standards Code. Specifically, the 2016 California Green Building Standards Code requires all applicants of demolition and construction projects to recycle construction waste materials for reuse with a minimum of 65 percent of the nonhazardous construction waste to be recycled in accordance with Sections 4.4082 or 4.408.3 of the Green Building Code:

Section 4.408.2 – Construction Waste Management Plan. The applicant shall submit a construction waste management plan. The construction waste management plan shall be updated as necessary and shall be available during construction inspection by the City of Grass Valley.

Section 4.408.3 – Waste Management Company. The applicant shall utilize a waste management company, which can provide verifiable documentation that the percentage of construction and demolition waste material diverted from the landfill complies with Section 4.408.1 (Note: the owner or contractor may make the determination if the demolition and construction waste materials will be diverted by a waste management company).

The proposed project will be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. No impact will occur.

The proposed project will comply with federal, state, and local statutes and regulations related to solid waste. No impact will occur.

XIX. WILDFIRES –	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to, pollution concentrations from a wildfire or	☐	☐	☒	☐

XIX. WILDFIRES –	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
the uncontrolled spread of a wildfire?				
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or on-going impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

SETTING

The Grass Valley region has a generally high potential for wildland fires. This is due to the City being adjacent to heavier timber, woodland and brush, the occurrence of steep slopes, dry weather conditions, and human activity. Generally, vegetative areas of over 20% slope are considered as fire hazardous areas. The City limits have a distinct urban/wildland interface area. The greatest threat for wildfire hazards is from those that may originate outside the City. Historical data on wildfires in or near Grass Valley is kept on the Firehouse Reporting Data System. Because of the extended urban/wildland interface area, the City has participated in regional efforts to reduce wildfire risks to the City. These efforts include participation in Nevada County's Local Hazard Mitigation Plan and the Fire Safe Council of Nevada County Community Wildfire Protection Plan. Nevada County OES and the Fire Safe Council also maintain historical fire records.

The GVFD has a Joint Operations Agreement with the Nevada County Consolidated Fire District (NCCFD) and the Ophir Hill Fire District. The NCCFD serves the area generally north, west, and south of the City, and the OHFPD serves lands east of the City. In 1998, an Automatic Aid Agreement was reached among these agencies, which provides for a response by a minimum of two pieces of equipment anywhere within the City within 4 minutes, 24 hours a day.

IMPACTS

a) The project will not substantially impair an adopted emergency response plan or emergency evacuation plan. This impact is less than significant.

b)-c)The project will not exacerbate wildfire risks and thereby expose project occupants to, pollution concentrations from a wildfire or the uncontrolled spread of a wildfire.

The project will not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or on-going impacts to the environment. No impact will occur.

d) The project will not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. These impacts are less than significant.

XX. MANDATORY FINDINGS OF SIGNIFICANCE – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a)-c) This environmental analysis provides evaluation of the potential environmental effects of the proposed project, including project effects on the quality of the environment, fish and

wildlife habitat (including special status species), and cultural resources. These potential impacts are considered less than significant with the incorporation of Mitigation Measures.

REFERENCES The following references used in preparing this report have not been attached to this report. The reference material listed below is available for review upon request of the Grass Valley Community Development Department, 125 East Main Street, Grass Valley, CA 95945.

- Southern Sphere of Influence Planning and Annexation Project EIR
- City of Grass Valley 2020 General Plan and General Plan EIR
- City of Grass Valley Historic 1872 Townsite
- City of Grass Valley Development Code
- U.S. Department of Agriculture
- CA Department of Forestry and Fire Prevention
- City of Grass Valley Municipal Code
- North Central Information Center
- Native American Heritage Commission
- United Auburn Indian Community
- City of Grass Valley Energy Action Plan
- Office of Planning and Research
- State Geotracker, Environstar and Department of Conservation websites
- Nevada County Airport Land Use Compatibility Plan
- City of Grass Valley Grading Ordinance
- Mineral Management Element of the City's General Plan, dated August 24, 1993
- Background Report, City of Grass Valley General Plan Update, November 1998
- Soil Survey of Nevada County, United States Department of Agriculture, Soil Conservation Service
- Flood Insurance Rate Map 06057C0632E dated February 3, 2010
- On line soil survey maps and data from USDA - http://websoilsurvey.nrcs.usda.gov
- City of Grass Valley Capital Improvement Program
- CalEEMod.2016.3.2 Air Quality Program Court Yard Suites modeling results
- Migratory Bird Treaty Act
- Division of Mines and Geology Special Report 42
- 2010 Fault Activity Map of California prepared by the California Geological Survey
- Trip Generation 9th Edition (2012), and the Trip Generation Handbook, Second Edition (2004) both published by the Institute of Transportation Engineers (ITE).
- Federal Emergency Management Agency (FEMA).
- Nevada County Transportation Planning Agency.

EXHIBITS
Exhibit A – Vicinity Map
Exhibit B – Aerial Photograph
Exhibit C – Site Plan
Exhibit D – Preliminary Grading, Drainage and Utility Plan
Exhibit E – Site Photographs

TABLES
Table 1 – Parking Space Calculations
Table 2 – Project Construction and Operational Emissions Estimates

Table 3-13-5 – Arco AM/PM Trip Generation Rates
Table 3-13-6 – Existing Plus Project Intersection Levels of Service
Table 6 – Proposed Project Trip Generation Rates
Table 7 – Existing Plus Project Intersection Levels of Service
Table 8 – NCTC Calculated Amount Collectible Through Regional Traffic Mitigation Fee 2016-2030

FIGURES:
Figure 3-13-3 – Southern Sphere of Influence Planning & Annexation Project Traffic Analysis Zones
Figure 4 – Arco Station Trip Distribution and Assignment
Figure 5 – Existing Plus Project Peak Hour Turning Movement Volumes

ATTACHMENTS
Attachment 1 – Project Plans Prepared by Robert Wallace, AIA dated April 10, 2019
Attachment 2 – Southern Sphere of Influence Planning and Annexation Project Statement of Overriding Considerations

ATTACHMENTS



2 CORNER OF WEST McKNIGHT

VICINITY MAP



SIGN CALCULATIONS

(SIGNAGE TO BE SUBMITTED UNDER SEPARATE PERMIT)

EAST McKNIGHT ROAD FRONTAGE:
- 82 LINEAR FEET X 1 SF= 82 SF (MAX 100 SF)
- AM/PM SIGN = 49.45 SF
- MONUMENT SIGN= 26.5 SF
- TOTAL 75.95 SF

SOUTH AUBURN FRONTAGE: (SECONDARY FRONTAGE)
- 45 LINEAR FEET X .5 SF = 23 SF (MAX 50SF)
- ARCO SIGN = 22.75 SF

NOT VISIBLE FROM STREET: (STORE SIGNAGE AT ENTRY)
- (MAX ALLOWED 100 SF, PER 17.38.080.L)
- AM/PM SIGN = 49.45
- ARCO SIGN = 22.25 SF
- TOTAL 72.2 SF

SECONDARY STRUCTURES

FUELING CANOPY
- (MAX ALLOWED 50 SF, PER 17.38.080.L)
- ARCO SIGN = 19.7 SF (2 @ 14.85 SF)
- ARCO LOGO= 20 SF (2 @ 5SF)
- TOTAL 39.7 SF

RETAIL BUILDING:
- SOUTH AUBURN FRONTAGE:
- 47 LINEAR FEET X 1 SF= 47 SF (MAX 100 SF)
- STORE SIGN = 47 SF

NOT VISIBLE FROM STREET: (STORE SIGNAGE AT ENTRY)
- (MAX ALLOWED 100 SF, PER 17.38.080.L)
- STORE SIGN = 100 SF (2 @ 50SF)

CAR WASH
- (MAX ALLOWED 50 SF, PER 17.38.080.L)
- STORE SIGN = 40 SF

PROJECT INFORMATION

PROJECT: 3,660 SF AM/PM ARCO GAS STATION CONVENIENCE STORE, 4582 SF FUELING CANOPY, 3,770 SF RETAIL BUILDING, AND 2,360 SF CAR WASH.

ADDRESS: 821 SOUTH AUBURN STREET GRASS VALLEY, CA 95945

APN: 29-320-013

ACRES: 1.42 ac (61,866 SF)

ZONING: C-3GVCTY

APPLICANT: SUKHWINDER S. BHANGU

ARCHITECT: ROBERT WALLIS, AIA WALLIS DESIGN STUDIO 153 SOUTH AUBURN ST GRASS VALLEY, CA 95949

SHEET INDEX

00	COVER SHEET & PERSPECTIVE
01	NEIGHBORHOOD PLAN
02	EXISTING TOPO PLAN
03	PROPOSED SITE PLAN
L1.0	CONCEPTUAL LANDSCAPE PLAN
L1.0b	CONCEPTUAL LANDSCAPE PLAN W/ ROUND ABOUT
04	VEHICLE TRACKING
05	SITE LIGHTING PHOTOMETRIC
06	SITE SECTION
07	PROPOSED STORE PLAN
08	COLOR ELEVATIONS & MATERIALS BOARD - STORE
09	CANOPY PLANS & ELEVATIONS
10	PROPOSED COMERCIAL BUILDING PLANS
11	COLOR ELEVATIONS & MATERIAL BOARDS - RETAIL
12	PROPOSED CAR WASH PLANS
13	COLOR ELEVATIONS & MATERIAL BOARD - CAR WASH
14	PROPOSED TRASH ENCLOSURE

WALLIS DESIGN STUDIO ARCHITECTS

153 South Auburn St.
Grass Valley, CA 95945
(530) 264-7010
WallisDesignStudio.com

GAS STATION CONVENIENCE STORE

Sukhwinder Bhangu

821 SOUTH AUBURN STREET, GRASS VALLEY, CA 95945

DEVELOPMENT REVIEW DOCUMENTS

Stamp:

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No.	Description	Date

Proj. No.: 2018001

Date: 04/10/2019

Scale: 1" = 1'-0"

Drawn By: S.A.M.

Drawing Title: COVER SHEET & PERSPECTIVE

Drawing Number: 00

4/10/2019 3:23:53 PM

ATTACHMENT 1

OWNER

SUKHWINDER BHANGU
811 SOUTH AUBURN STREET
GRASS VALLEY, CA 95945

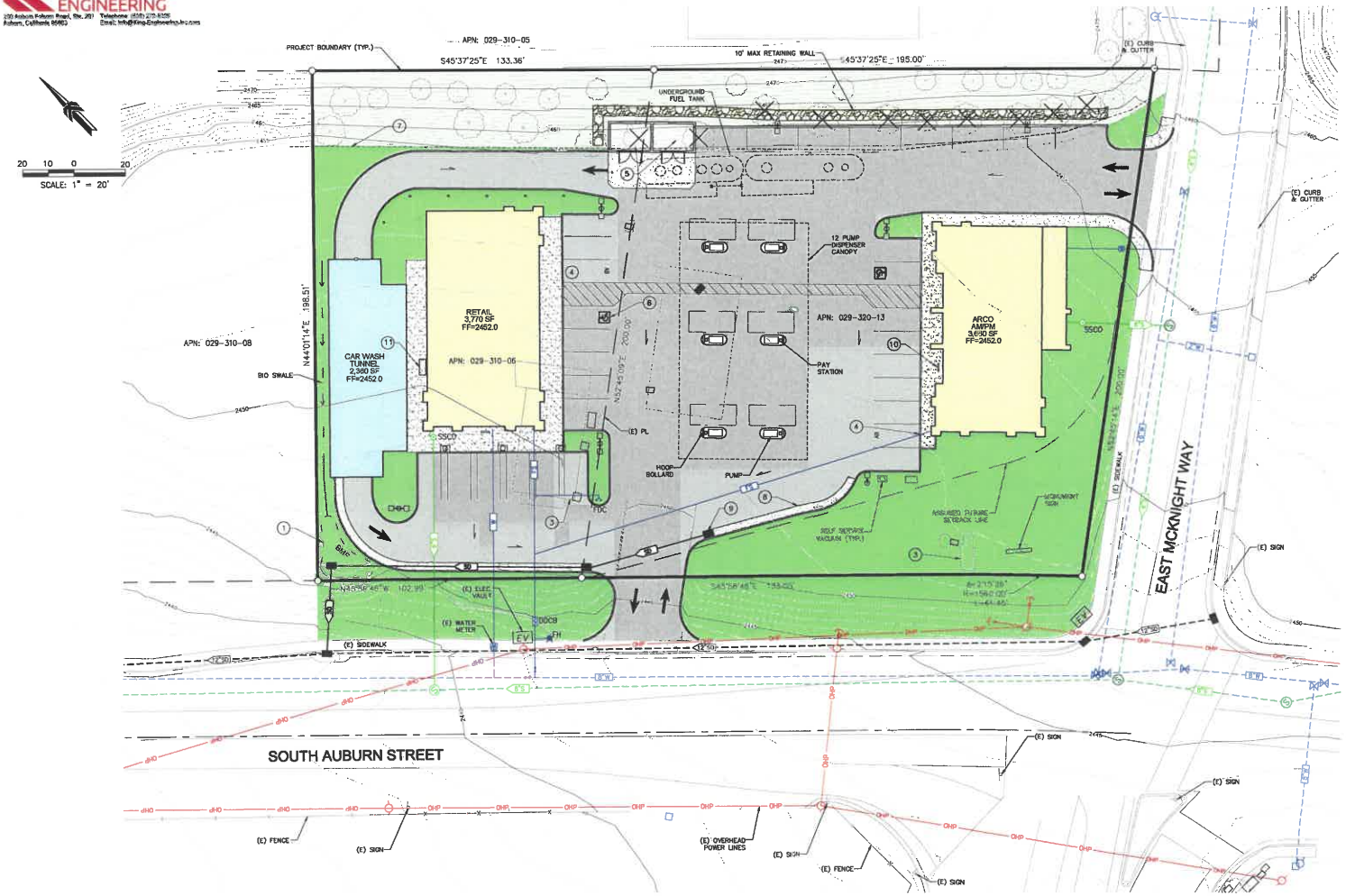
ENGINEER

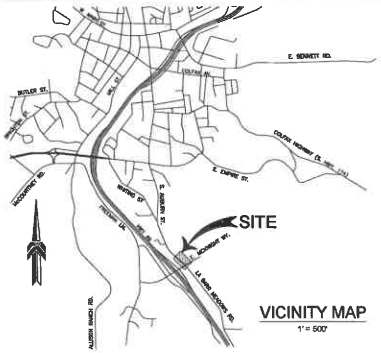
KING ENGINEERING
230 Auburn Folsom Road, Ste. 201 Telephone: (530) 273-5326
Auburn, California 95603 Email: Info@King-Engineering.com

PRELIMINARY GRADING, DRAINAGE AND UTILITY PLAN

GAS STATION CONVENIENCE STORE

CITY OF GRASS VALLEY **MARCH 2019** STATE OF CALIFORNIA





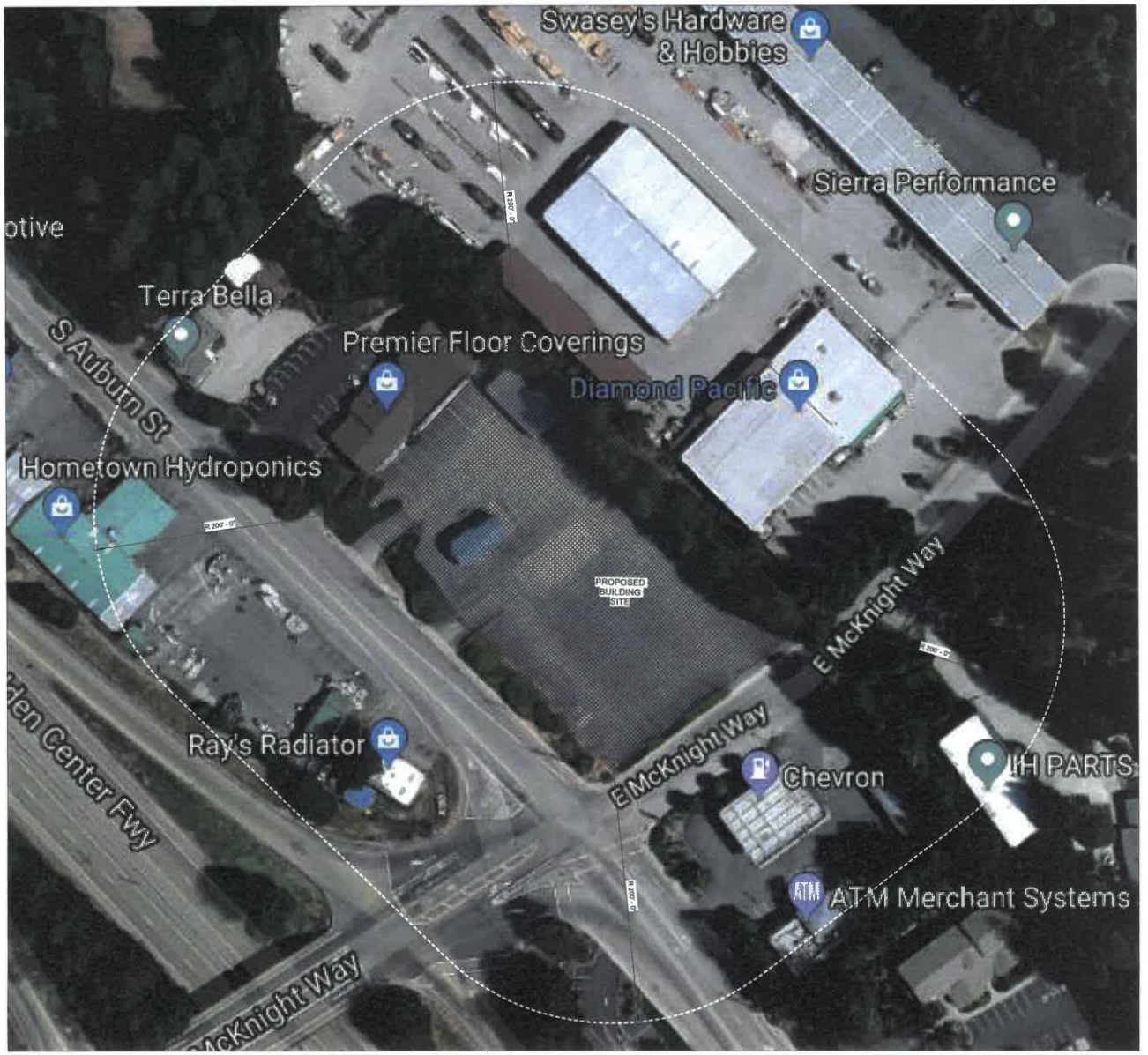
VICINITY MAP
1" = 500'

NOTES:

1. STORMWATER QUALITY BMP AND DETENTION BASINS SHOWN HERON WILL BE PROVIDED TO MINIMIZE STORMWATER POLLUTANTS PER THE REQUIREMENTS OF CITY OF GRASS VALLEY AND CVRWQCB, WILL KEEP THE STORM DRAINAGE IN ITS HISTORICAL PATTERNS AS MUCH AS POSSIBLE, AND WILL BE SIZED SO THAT POST-DEVELOPMENT PEAK STORMWATER RUNOFF DISCHARGE RATES SHALL NOT EXCEED THE PRE-DEVELOPMENT DISCHARGE RATES.
2. MINIMAL GRADING REQUIRED SINCE PROJECT IS LOCATED ON EXISTING PAVED PARKING LOT.
3. REMOVE EXISTING BUILDING, CONCRETE SLAB, AND PAVEMENT.
4. ELECTRIC VEHICLE CHARGING STATION
5. TRASH ENCLOSURE
6. ADA ACCESSIBLE STALLS
7. EXISTING TOE OF SLOPE/EXISTING EDGE OF PAVED SITE
8. CONCRETE CURB AND GUTTER
9. DRAIN INLET
10. BIKE RACK
11. BIKE LOCKER

LEGEND

- TREE TO BE REMOVED
- WATER FIRE HYDRANT ASSEMBLY (FH)
- W — WATER LINE (W)
- SSCO — SANITARY SEWER CLEAN OUT (SSCO)
- SS — SANITARY SEWER LINE (SS)
- SMH — SANITARY SEWER MANHOLE (SMH)
- SD — STORM DRAIN LINE
- DMH — STORM DRAIN MANHOLE (DMH)
- STORM DRAIN DROP INLET
- BOUNDARY LINE
- BMP # — STORMWATER QUALITY BMP AND DETENTION BASIN
- EXISTING PROPERTY LINE
- PROPOSED LOT LINE
- (E) EXISTING
- (P) PROPOSED
- PL PROPERTY LINE
- SLOPE OF FINISHED GRADE
- 185 — EXISTING GROUND CONTOUR
- FH — (P) FIRE HYDRANT ASSEMBLY
- FF=XXXX.XX — FINISHED FLOOR ELEVATION
- ROCKERY WALL
- NEW AC PAVEMENT
- NEW CONCRETE



1 SITE PLAN - NEIGHBORHOOD
1" = 40'-0"

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Sukhwinder Bhangu
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DEVELOPMENT REVIEW DOCUMENTS

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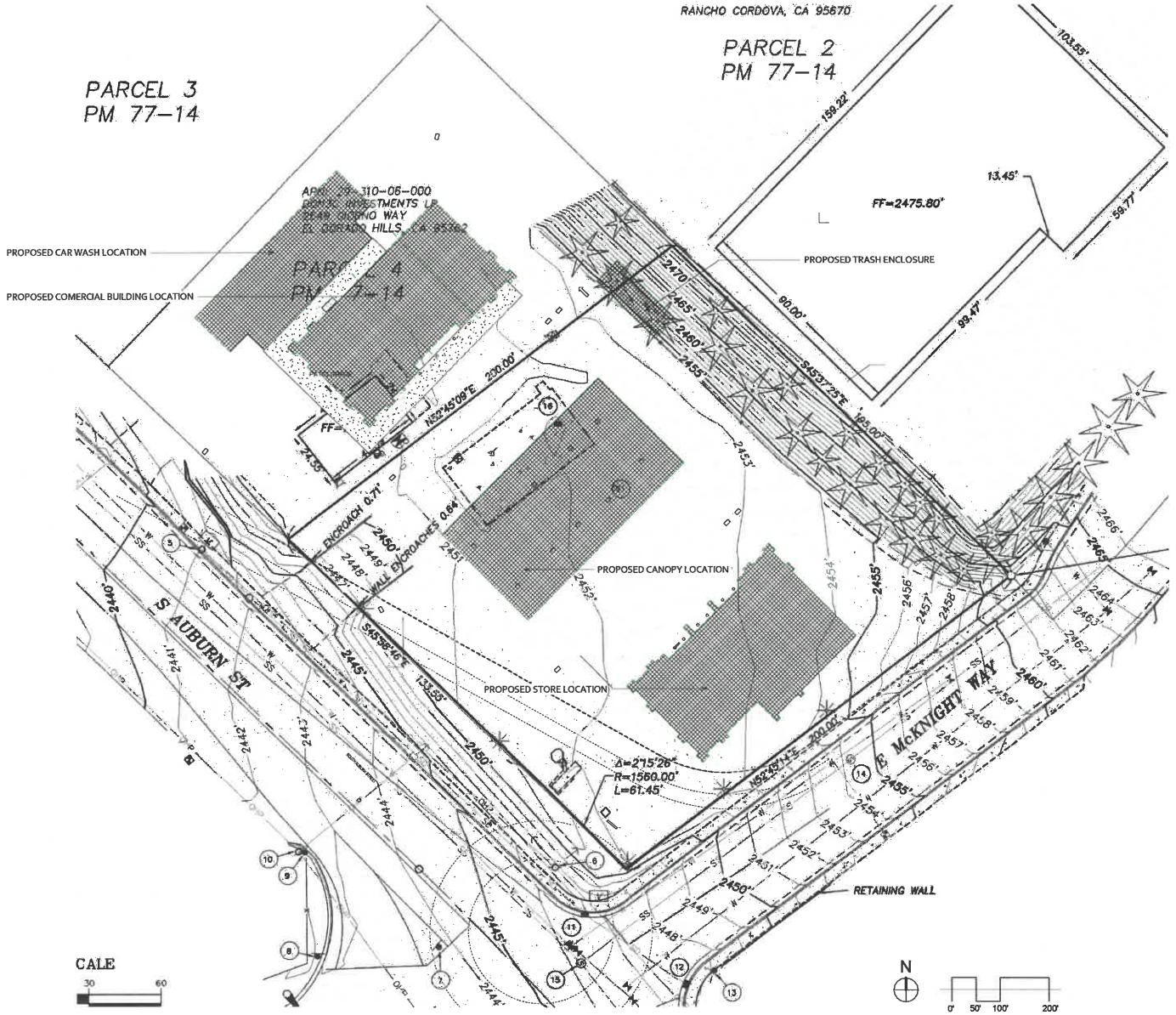
No.	Description	Date

Proj. No.:	2018001
Date:	04/10/2019
Scale:	1" = 40'-0"
Drawn By:	JMT

Drawing Title:
NEIGHBORHOOD PLAN

Drawing Number:
01

4/10/2019 2:16:42 PM



1 SITE PLAN - (E) TOPO
1" = 20'-0"

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LICENSED ARCHITECT
ROBERT M. WALLIS
C-30815
12-31-19
STATE OF CALIFORNIA

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No.	Description	Date

Proj. No.:	2018001
Date:	04/10/2019
Scale:	1" = 20'-0"
Drawn By:	S.A.M.

Drawing Title:

EXISTING TOPO PLAN

Drawing Number:

02

4/11/2019 9:04:46 AM

SITE INFORMATION

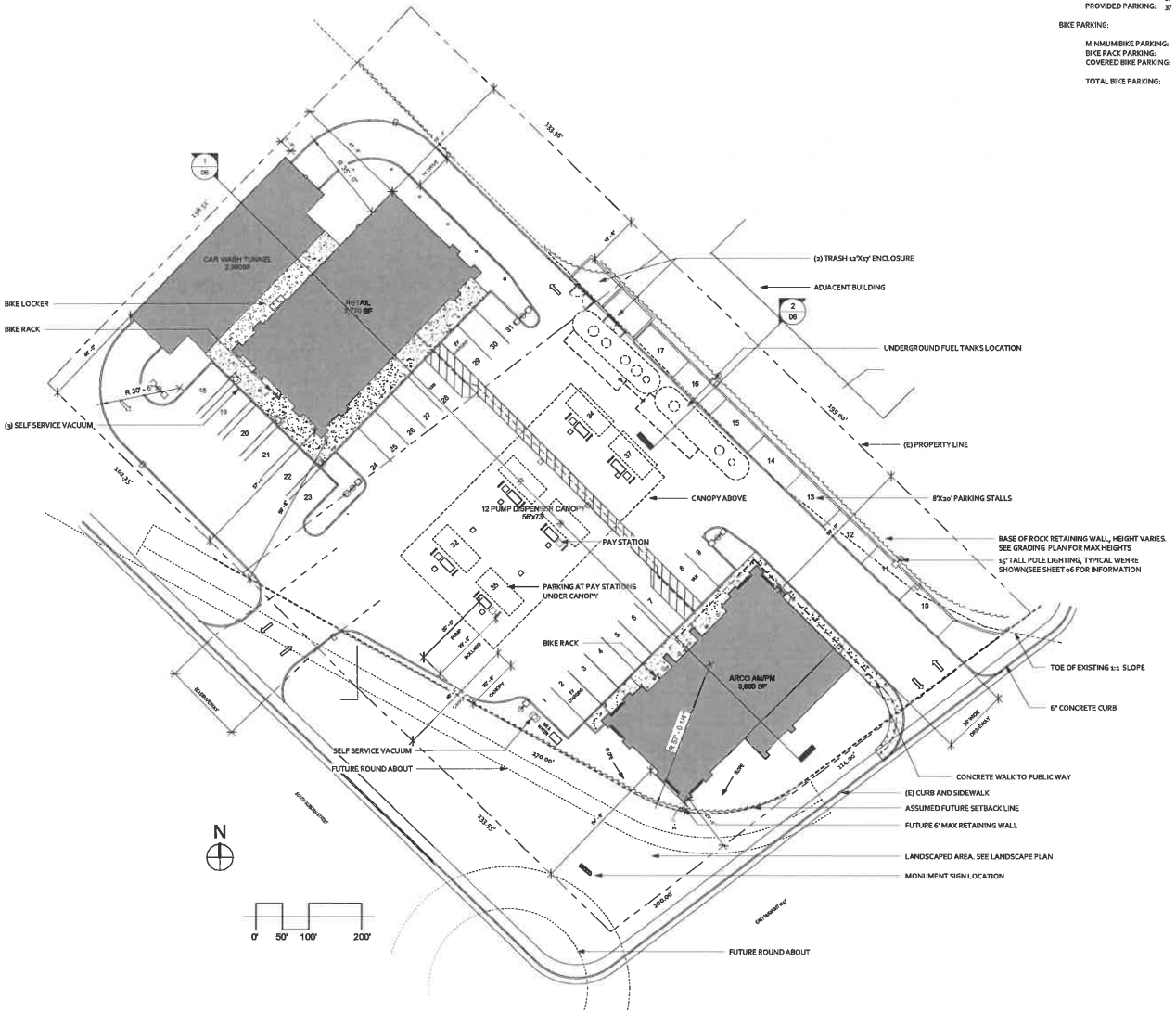
TOTAL BLDG AREA = 7,430 SF

PARKING CALC: 7,430/200= 37.15

REQ'D PARKING:	37
PROVIDED PARKING:	37

BIKE PARKING:

MINMUM BIKE PARKING:	10% OF 37 = 3.7
BIKE RACK PARKING:	M BIKE RACK, SPORTSPLAY INC OR EQUAL
COVERED BIKE PARKING:	2 BIKE LOCKERS DERO 359 SERIES OR EQUAL
TOTAL BIKE PARKING:	4 SPACES



2 SITE PLAN - PROPOSED
1" = 20'-0"

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Sukhwinder Bhangu

821 SOUTH AUBURN STREET, GRASS VALLEY, CA 95946

DEVELOPMENT REVIEW DOCUMENTS

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No.	Description	Date
1	Revision 1	Oct. 1

Proj. No.:	2018001
Date:	04/10/2019
Scale:	1" = 20'-0"
Drawn By:	S.A.M.

Drawing Title:
PROPOSED SITE PLAN

Drawing Number:
03

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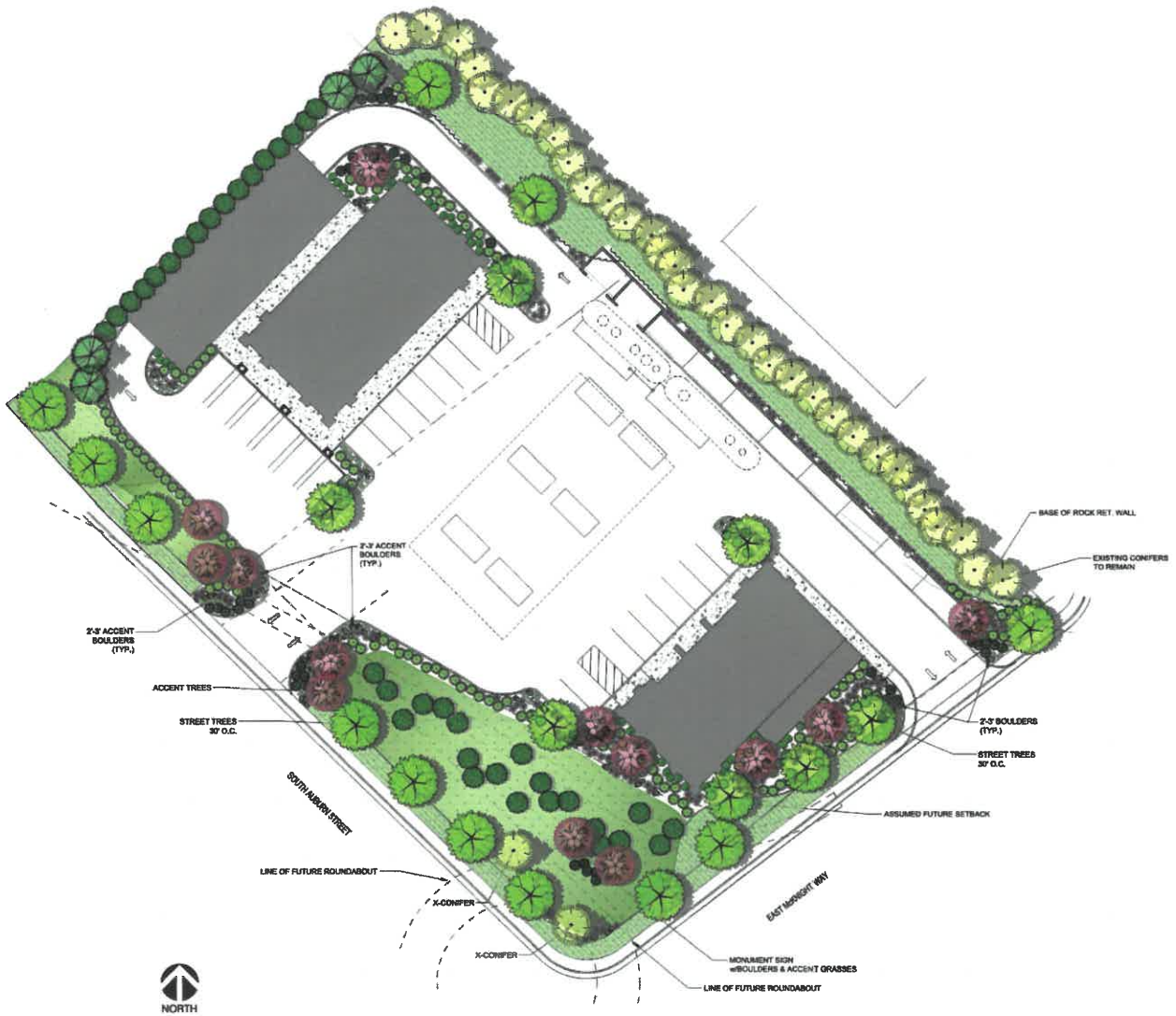


CONCEPT PLANT SCHEDULE

CONIFER TREES

Abies concolor / White Fir	15 Gal
Calocedrus decurrens / Incense Cedar	15 Gal
Pseudotsuga menziesii / Douglas Fir	15 Gal

SHADE TREES

Acer rubrum 'October Glory' TM / October Glory Maple	15 Gal
Acer rubrum 'Red Sunset' / Red Sunset Maple	15 Gal
Pistacia chinensis 'Keith Davey' / Keith Davey Chinese Pistache	15 Gal
Ulmus parvifolia 'Drake' / Drake Elm	15 Gal

ACCENT TREE

Cercis canadensis 'Forest Pansy' TM / Forest Pansy Redbud	15 Gal
Cercis occidentalis / Western Redbud	15 Gal
Cornus florida rubra / Pink Flowering Dogwood	15 Gal
Cornus nuttalii / Western Flowering Dogwood	15 Gal
Lagerstroemia fauriei 'Arapaho' / Crape Myrtle	15 Gal

EXISTING CONIFERS

LARGE SHRUBS

Arbutus unedo 'Oktoberfest' / Strawberry Tree	5 Gal
Carpenteria californica / Bush Anemone	5 Gal
Ceanothus x 'Julia Phelps' / California Lilac	5 Gal
Heteromeles arbutifolia / Toyon	5 Gal

MEDIUM SHRUBS 3'-5' TALL

Abelia x grandiflora 'Kaleidoscope' / Glossy Abelia	5 Gal
Arctostaphylos densiflora 'Howard McMinn' / Howard McMinn Manzanita	5 Gal
Berberis thunbergii 'Atropurpurea' / Red Leaf Japanese Barberry	5 Gal
Ceanothus maritimus 'Valley Violet' / Maritime Ceanothus	5 Gal
Cistus corbariensis 'Little Miss Sunshine' / Little Miss Sunshine White Rockrose	5 Gal
Euonymus fortunei 'Emerald 'n' Gold' TM / Wintercreeper	5 Gal
Ligustrum sinense 'Sunshine' / Sunshine Ligustrum	5 Gal
Loropetalum chinense 'Daruma' / Daruma Dwarf Loropetalum	5 Gal
Mahonia aquifolium / Oregon Grape	5 Gal
Perovskia atriplicifolia / Russian Sage	5 Gal
Salvia greggii / Autumn Sage	5 Gal
Salvia leucantha / Mexican Bush Sage	5 Gal

NARROW SHRUBS

Juniperus scopulorum 'Skyrocket' / Skyrocket Juniper	5 Gal
Nandina domestica 'Gulf Stream' TM / Heavenly Bamboo	5 Gal

LOW SHRUBS <3' TALL

Calluna vulgaris 'Annette' / Scotch Heather	5 Gal
Euonymus fortunei 'Harlequin' / Harlequin Euonymus	5 Gal
Loropetalum chinense 'Purple Pixie' / Purple Pixie Loropetalum	5 Gal
Rosa x 'Meidomonac' / White Meidiland	5 Gal
Rosa x 'Meigalpio' / Red Drift Rose	5 Gal

TALL ACCENT GRASSES

Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass	1 Gal
Muhlenbergia capillaris / Pink Muhly	1 Gal
Muhlenbergia lindheimeri 'Autumn Glow' TM / Lindheimer's Muhly	1 Gal

ACCENT PERENNIALS

Carex comans 'Frosty Curls' / New Zealand Hair Sedge	1 Gal
Carex phyllocephala 'Sparkler' / Sparkler Sedge	1 Gal
Leucanthemum x superbum 'Becky' / Becky Shasta Daisy	1 Gal
Penstemon heterophyllus 'Margarita BOP' / Margarita BOP Penstemon	1 Gal

LOW GROUND COVERS

Arctostaphylos uva-ursi 'Kinnikinnick' / Kinnikinnick	1 Gal
Arctostaphylos uva-ursi 'Wood's Compact' / Kinnikinnick	1 Gal
Juniperus conferta 'Blue Pacific' / Blue Pacific Juniper	1 Gal
Juniperus sabina 'Tamariscifolia' / Tamarix Savin Juniper	1 Gal

NATIVE MOW FREE GRASSES

CLAUSEN, INC.
K. CLAUSEN PLA 4169
LANDSCAPE ARCHITECT
P.O. Box 8095
Auburn, CA 95604
(530) 885-8168 C. (916) 531-7880

CONCEPTUAL LANDSCAPE PLAN

ARCO AM/PM

821 SOUTH AUBURN ST. * GRASS VALLEY, CA 95949

APN #29-320-13

Revisions:

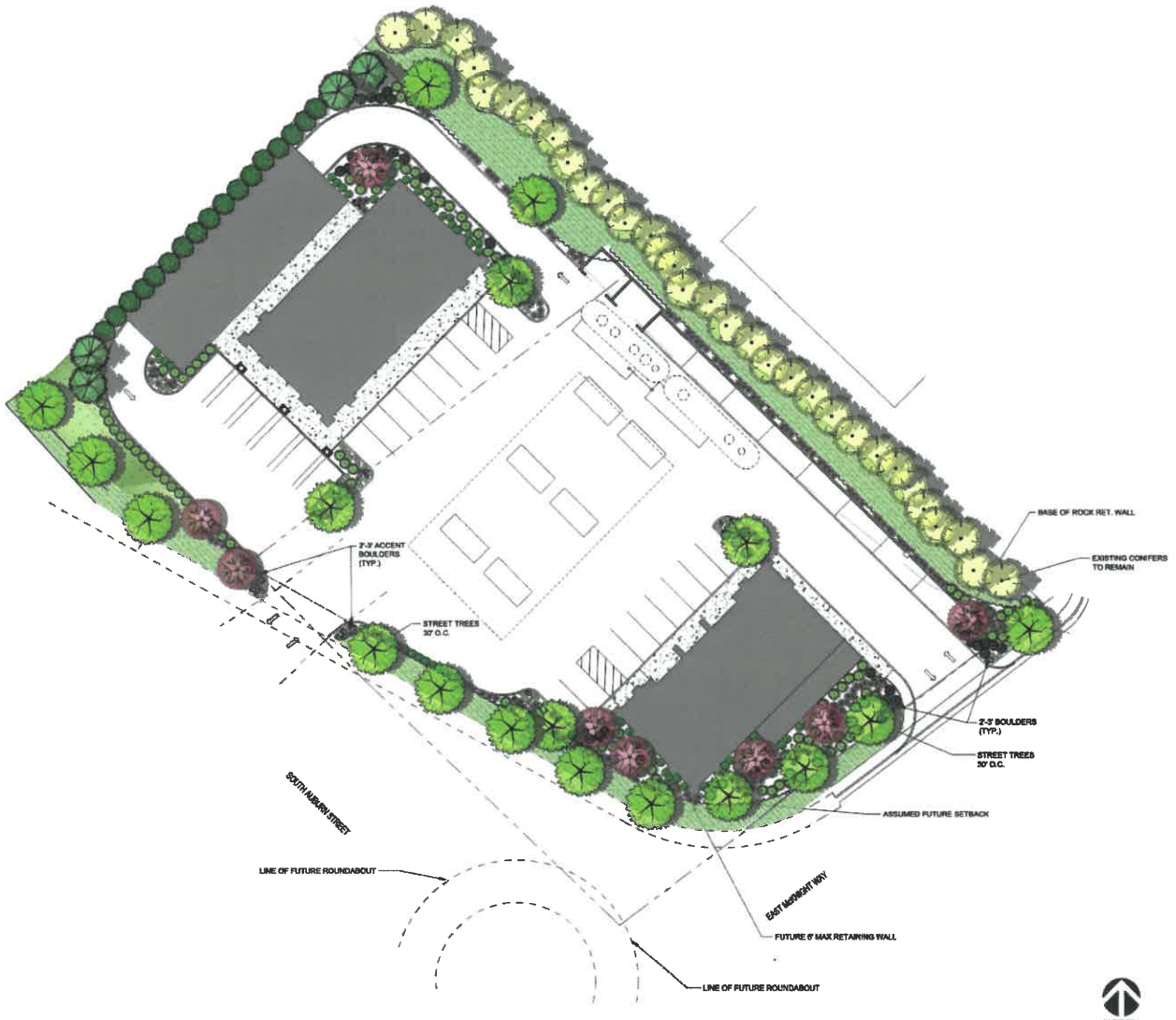
Scale: AS SHOWN

Date: 08-14-2019

Job # 035

L1.0

OF SHEET



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CONIFER TREES

Abies concolor / White Fir	15 Gal
Calocedrus decurrens / Incense Cedar	15 Gal
Pseudotsuga menziesii / Douglas Fir	15 Gal

SHADE TREES

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Acer rubrum 'Red Sunset' / Red Sunset Maple	15 Gal
Pistacia chinensis 'Keith Davey' / Keith Davey Chinese Pistache	15 Gal
Ulmus parvifolia 'Drake' / Drake Elm	15 Gal

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Cercis canadensis 'Forest Pansy' TM / Forest Pansy Redbud	15 Gal
Cercis occidentalis / Western Redbud	15 Gal
Cornus florida rubra / Pink Flowering Dogwood	15 Gal
Cornus nuttalii / Western Flowering Dogwood	15 Gal
Lagerstroemia fauriei 'Arapaho' / Crape Myrtle	15 Gal

EXISTING CONIFERS

-

LARGE SHRUBS

Arbutus unedo 'Oktoberfest' / Strawberry Tree	5 Gal
Carpenteria californica / Bush Anemone	5 Gal
Ceanothus x 'Julia Phelps' / California Lilac	5 Gal
Heteromeles arbutifolia / Toyon	5 Gal

MEDIUM SHRUBS 2'-5' TALL

Abelia x grandiflora 'Kaleidoscope' / Glossy Abelia	5 Gal
Arctostaphylos densiflora 'Howard McMinn' / Howard McMinn Manzanita	5 Gal
Berberis thunbergii 'Atropurpurea' / Red Leaf Japanese Barberry	5 Gal
Ceanothus maritimus 'Valley Violet' / Maritime Ceanothus	5 Gal
Cistus corbariensis 'Little Miss Sunshine' / Little Miss Sunshine White Rockrose	5 Gal
Euonymus fortunei 'Emerald 'n' Gold' TM / Wintercreeper	5 Gal
Ligustrum sinense 'Sunshine' / Sunshine Ligustrum	5 Gal
Lonicera pileata 'Moss' / Moss Box Honeysuckle	5 Gal
Mahonia aquifolium / Oregon Grape	5 Gal
Perovskia atriplicifolia / Russian Sage	5 Gal
Salvia greggii / Autumn Sage	5 Gal
Salvia leucantha / Mexican Bush Sage	5 Gal

NARROW SHRUBS

Juniperus scopulorum 'Skyrocket' / Skyrocket Juniper	5 Gal
Nandina domestica 'Gulf Stream' TM / Heavenly Bamboo	5 Gal

LOW SHRUBS <3' TALL

Calluna vulgaris 'Annette' / Scotch Heather	5 Gal
Euonymus fortunei 'Harlequin' / Harlequin Euonymus	5 Gal
Lonicera pileata 'Purple Pixie' / Purple Pixie Lonicera	5 Gal
Rosa x 'Meicrolotan' / White Meidiland	5 Gal
Rosa x 'Meigalpio' / Red Drift Rose	5 Gal

TALL ACCENT GRASSES

Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass	1 Gal
Muhlenbergia capillaris / Pink Muhly	1 Gal
Muhlenbergia lindheimeri 'Autumn Glow' TM / Lindheimer's Muhly	1 Gal

ACCENT PERENNIALS

Carex comans 'Frosty Curls' / New Zealand Hair Sedge	1 Gal
Coreopsis grandiflora 'Early Sunrise' / Early Sunrise Coreopsis	1 Gal
Lavandula angustifolia 'Munstead' / Munstead English Lavender	1 Gal
Pennisetum Alopecuroides 'Little Bunny' / Little Bunny Fountain Grass	1 Gal
Penstemon heterophyllus 'Margarita BOP' / Beard Tongue	1 Gal

LOW GROUND COVERS

Arctostaphylos uva-ursi / Kinnikinnick	1 Gal
Arctostaphylos uva-ursi 'Wood's Compact' / Kinnikinnick	1 Gal
Juniperus conferta 'Blue Pacific' / Blue Pacific Juniper	1 Gal
Juniperus sabina 'Tamariscifolia' / Tamarix Savin Juniper	1 Gal

NATIVE MOW FREE GRASSES

-

K. CLAUSEN, INC.
K. CLAUSEN PLA 4199
LANDSCAPE ARCHITECT
P.O. Box 6098
Auburn, CA 95604
(530) 885-4196 C. (916) 521-7880

CONCEPTUAL LANDSCAPE PLAN

ARCO AM/PM w/ROUND ABOUT

821 SOUTH AUBURN ST. * GRASS VALLEY, CA 95949

APN #29-320-13

Revisions:

Scale: AS SHOWN

Date: 08-14-2018

Job # 035

L1.0b

OF SHEET



SHEET NOTES

1. 6" CONCRETE CURB.
2. UNDERGROUND FUEL STORAGE TANK LOCATION
3. ASSUMED FUTURE SETBACK LINE.
4. PLANTING AREA, SEE CONCEPTUAL PLANTING PLAN
5. LINE OF CANOPY ABOVE.
6. (6) PARKING SPACES LOCATED AT PUMP STATION LOCATIONS
7. ELECTRIC CHARGING STATION

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DEVELOPMENT REVIEW DOCUMENTS

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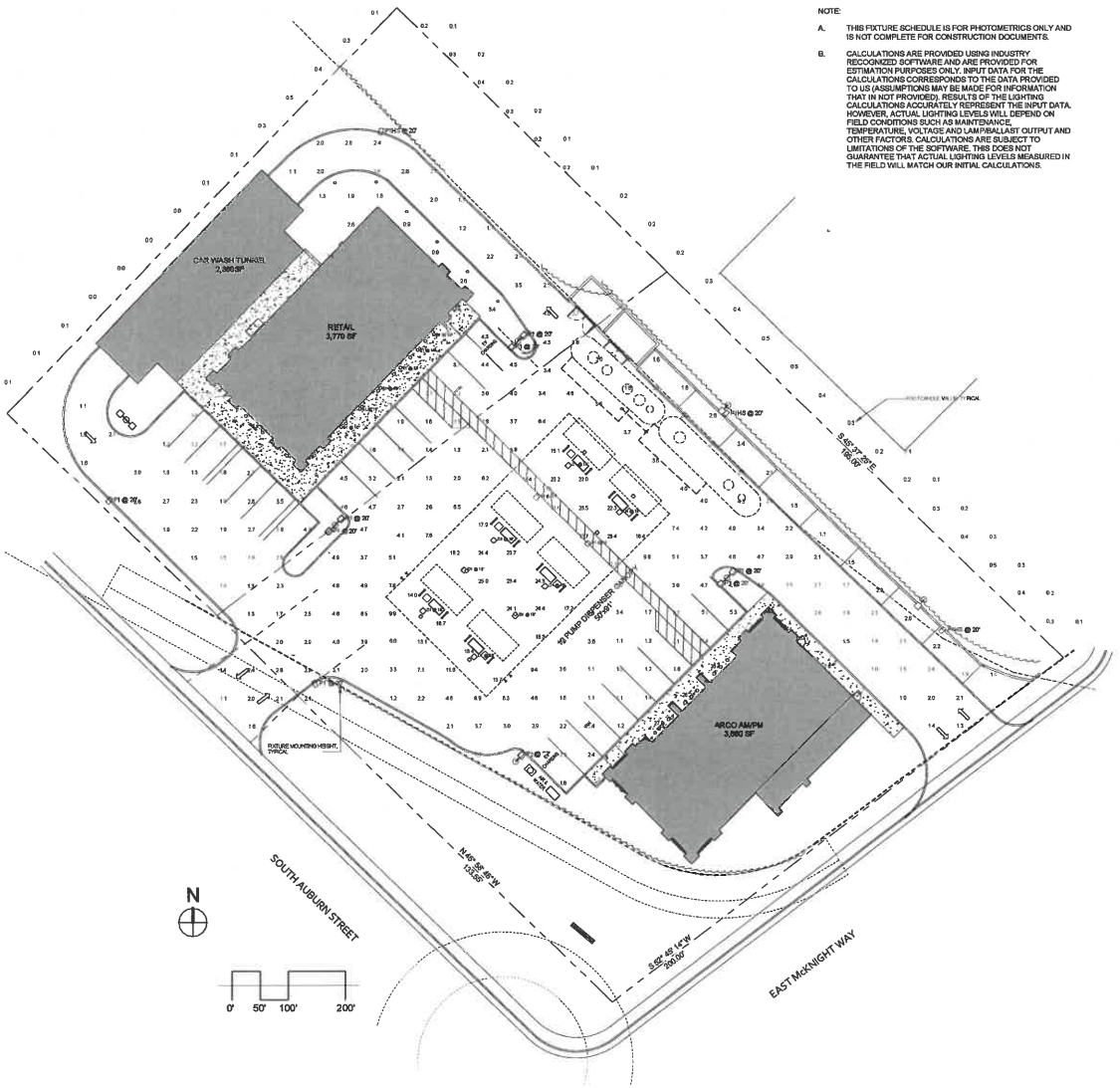
No.	Description	Date

Proj. No.:	2018001
Date:	04/10/2019
Scale:	
Drawn By:	JMT

Drawing Title:
VEHICLE TRACKING

Drawing Number:
04

4/11/2019 9:04:46 AM



NOTE:

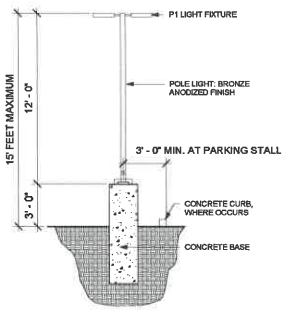
A. THIS FIXTURE SCHEDULE IS FOR PHOTOMETRICS ONLY AND IS NOT COMPLETE FOR CONSTRUCTION DOCUMENTS.

B. CALCULATIONS ARE PROVIDED USING INDUSTRY RECOGNIZED SOFTWARE AND ARE PROVIDED FOR ESTIMATION PURPOSES ONLY. INPUT DATA FOR THE CALCULATIONS CORRESPONDS TO THE DATA PROVIDED TO US (ASSUMPTIONS MAY BE MADE FOR INFORMATION THAT IN NOT PROVIDED). RESULTS OF THE LIGHTING CALCULATIONS ACCURATELY REPRESENT THE INPUT DATA. HOWEVER, ACTUAL LIGHTING LEVELS WILL DEPEND ON FIELD CONDITIONS SUCH AS MAINTENANCE, TEMPERATURE, VOLTAGE AND LAMP/BALLAST OUTPUT AND OTHER FACTORS. CALCULATIONS ARE SUBJECT TO LIMITATIONS OF THE SOFTWARE. THIS DOES NOT GUARANTEE THAT ACTUAL LIGHTING LEVELS MEASURED IN THE FIELD WILL MATCH OUR INITIAL CALCULATIONS.

FIXTURE SCHEDULE (See attached specification sheets for further information)

Label	Catalog Number	Description	Lamp Lumens	LLF	Watts
B1	LDN6 30/30 LOBAR LS	RECESSED DOWNLIGHT	2000	0.75	32
C2	LNC2-12L-3K-070-3	WALL PACK	2433	0.75	28.8
D1	CAN-EDG-PS-**-06-E-12-70D-40K (700mA)	CANOPY	12,000	0.75	134
P1	ARE-EDG-4M-xx-06-E-UL-xx-70D-40K-xxxx	POST LIGHT	12,000	0.75	131

1 SITE LIGHTING PHOTOMETRIC
1" = 20'-0"



2 PARKING LOT - LIGHT POLES
1/4" = 1'-0"



(B1)
SOFFIT LIGHTING FIXTURE
LED DOWNLIGHT
LITHONIA LIGHTING LDN6 OS



(C2)
OUTDOOR SEATING LIGHTING FIXTURE
WALL MOUNTED LED AREA LIGHT
HUBBELL LNC2 SERIES



(D1)
CANOPY LIGHTING FIXTURE
LED CANOPY LUMINAIRE
CREE CAN-EDG



(P1)
PARKING LIGHTING FIXTURE
LED AREA FLOOD
CREE ARE-EDG

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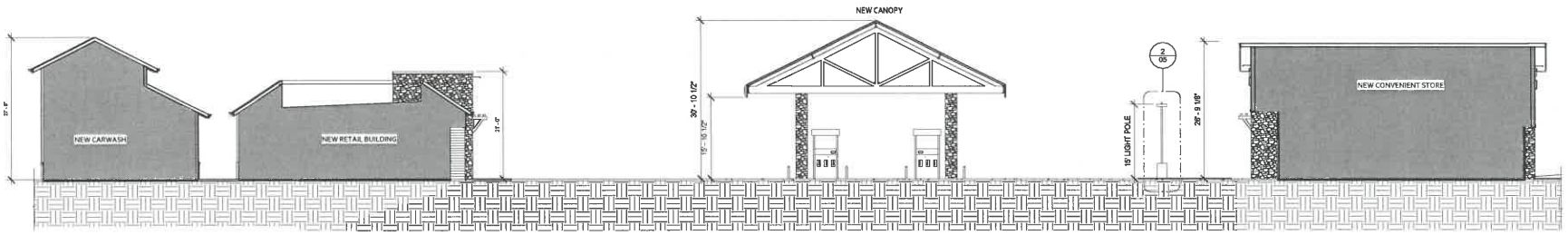
No.	Description	Date
1	Revision 1	Date 1

Proj. No.:	2018001
Date:	04/10/2019
Scale:	As indicated
Drawn By:	S.A.M.

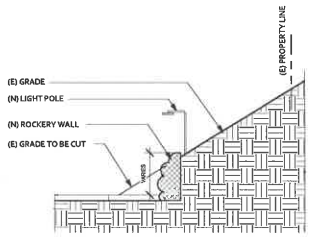
Drawing Title:
SITE LIGHTING PHOTOMETRIC

Drawing Number:
05

4/10/2019 3:08:32 PM



1 SITE SECTION 1
1" = 10'-0"



2 SITE SECTION 2
1" = 10'-0"

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No.	Description	Date

Proj. No.:	2018001
Date:	04/10/2019
Scale:	1" = 10'-0"
Drawn By:	S.A.M.

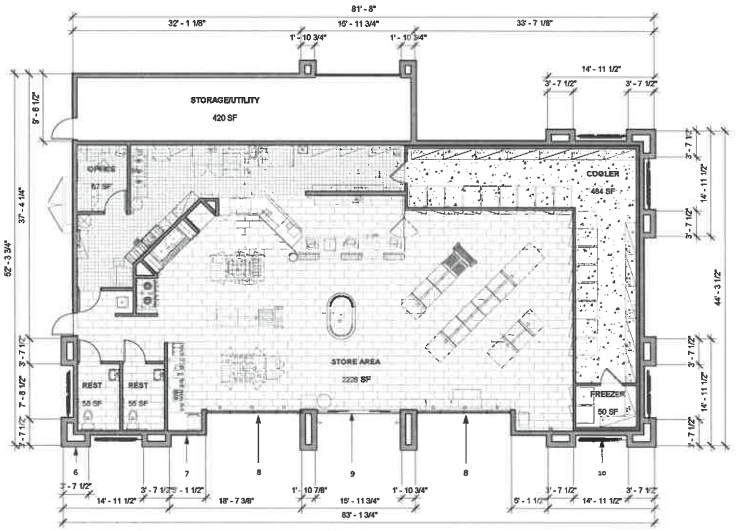
Drawing Title:
SITE SECTION

Drawing Number:
06

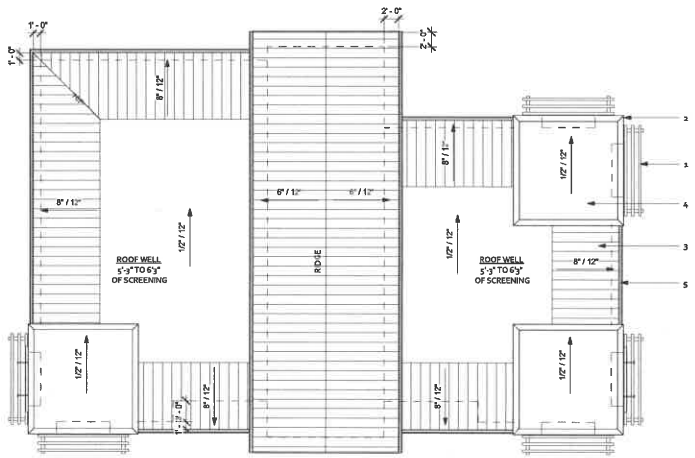
4/10/2019 2:16:49 PM

SHEET NOTES

1. STEEL TRELLIS ASSEMBLY, PAINTED.
2. FORMED METAL COPING ASSEMBLY.
3. METAL ROOF PANEL ASSEMBLY: STANDING SEAM (CLASS-A)
4. FULLY ADHERED TPO SHEET MEMBRANE ROOFING ASSEMBLY
5. GUTTER AND DOWNSPOUT ASSEMBLY
6. CAST STONE MASONRY VENEER ASSEMBLY SET IN MORTAR.
7. FIBER CEMENT HORIZONTAL SIDING BOARD ASSEMBLY.
8. ALUMINUM-FRAMED ENTRANCE AND STOREFRONT ASSEMBLY.
9. AUTOMATIC SLIDING DOOR ASSEMBLY.
10. DECORATIVE METAL FENCE ASSEMBLY.



1 PROPOSED - FLOOR PLAN
1/8" = 1'-0"



2 PROPOSED - ROOF PLAN
1/8" = 1'-0"

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GAS STATION CONVENIENCE STORE

Surninder S. Bhangu

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No.	Description	Date

Proj. No.:	2018001
Date:	04/10/2019
Scale:	1/8" = 1'-0"
Drawn By:	S.A.M.

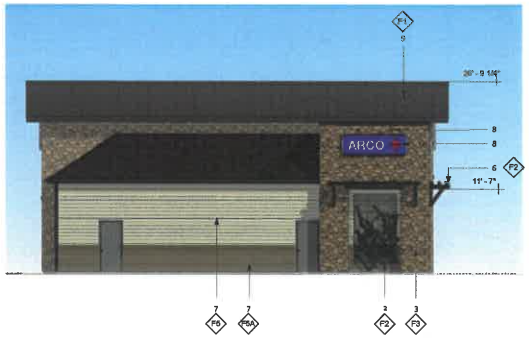
Drawing Title:
PROPOSED STORE PLAN

Drawing Number:
07

4/10/2019 1:08:14 PM



2 NORTH ELEVATION - COLOR SCHEMATIC
1/8" = 1'-0"



1 EAST ELEVATION - COLOR SCHEMATIC
1/8" = 1'-0"



3 SOUTH ELEVATION - COLOR SCHEMATIC
1/8" = 1'-0"



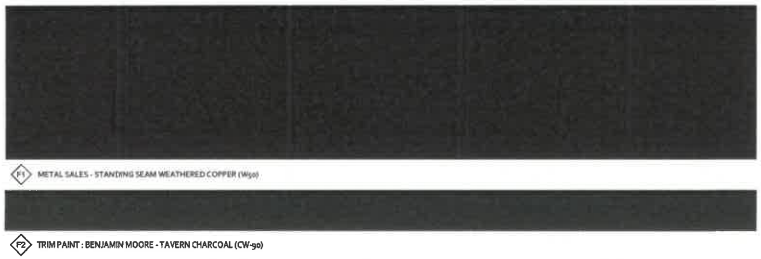
4 WEST ELEVATION - COLOR SCHEMATIC
1/8" = 1'-0"

SHEET NOTES

1. FORMED METAL COPING ASSEMBLY
2. DECORATIVE METAL FENCE ASSEMBLY
3. CAST STONE MASONRY VENEER ASSEMLY SET IN MORTAR
4. ALUMINUM-FRAMED ENTRANCE AND STOREFRONT ASSEMBLY
5. GLAZING: 1" INSULATED GLASS UNIT
6. STEEL TRELLIS ASSEMBLY, PAINTED
7. FIBER-CEMENT HORIZONTAL SIDING BOARD ASSEMBLY
8. SIGNAGE
9. METAL ROOF PANEL ASSEMLY: STANDING SEAM (CLASS A)
10. WALL MOUNTED LIGHT FIXTURE: ARM TYPE FOR SIGNAGE

F8 SEE MATERIAL BOARD FOR FINISH SPECIFICATIONS

MATERIAL BOARD







RETAINING WALL
STACKED ROCKERY WALL F8

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GAS STATION CONVENIENCE STORE

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No.	Description	Date

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Date: 04/10/2019
Scale: As indicated
Drawn By: S.A.M.

Drawing Title:
COLOR ELEVATIONS & MATERIAL BOARD

Drawing Number:
08

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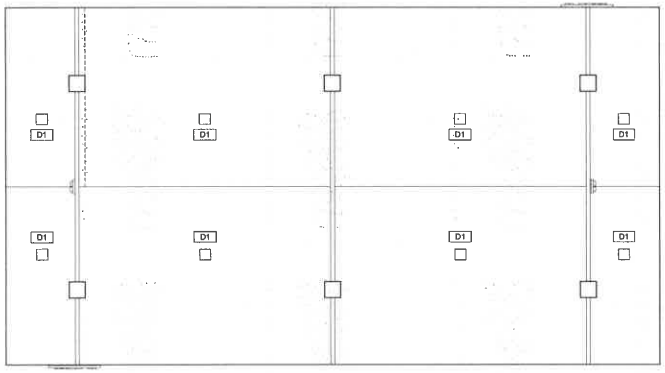
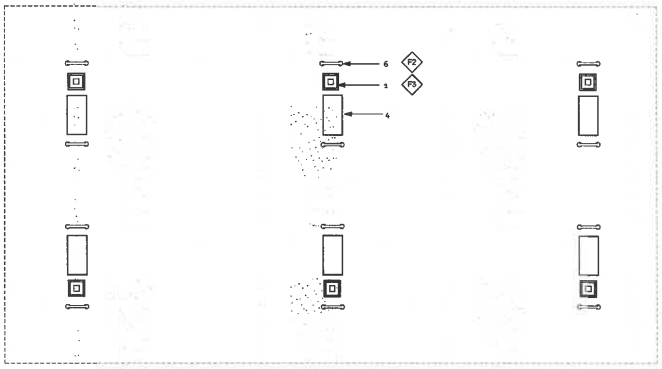
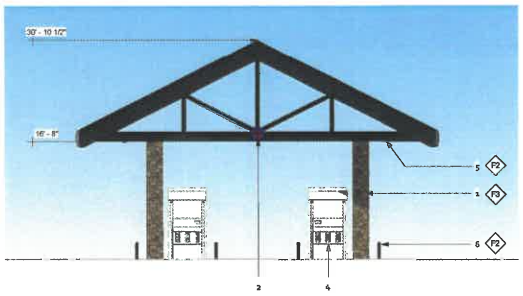


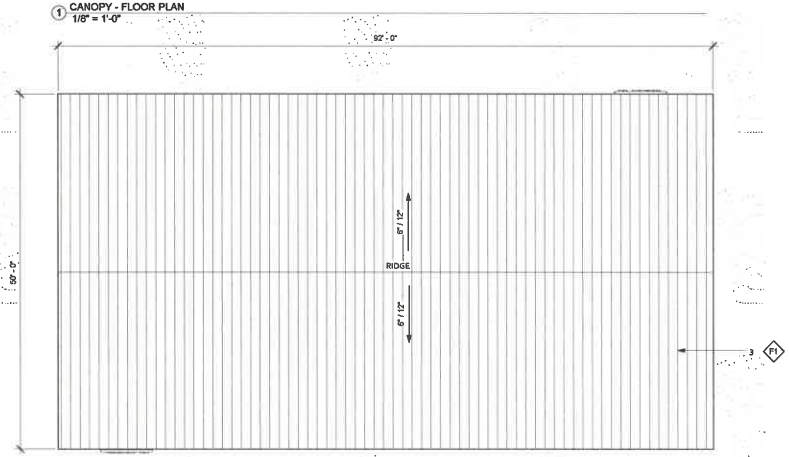
3 CANOPY - LIGHTING PLAN
1/8" = 1'-0"



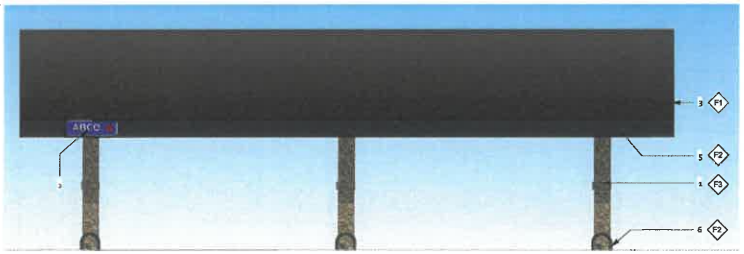
1 CANOPY - FLOOR PLAN
1/8" = 1'-0"



4 EAST ELEVATION
1/8" = 1'-0"



2 CANOPY - ROOF PLAN
1/8" = 1'-0"



5 NORTH ELEVATION
1/8" = 1'-0"

MATERIAL BOARD



P1 METAL SALES - STANDING SEAM WEATHERED COPPER (W50)

P2 TRIM PAINT : BENJAMIN MOORE - TAVERN CHARCOAL (CW-90)



P3 EL DORADO STONE
HILLSTONE - LUCERA

SHEET NOTES

1. CAST STONE MASONRY VENEER ASSEMLY SET IN MORTAR
2. ILLUMINATED SIGNAGE CONTROLLED VIA DIMMER
3. METAL ROOF PANEL ASSEMLY: STANDING SEAM (CLASS A)
4. FUEL PUMP STATION
5. STEEL ROOF STRUCTURE
6. STEEL BOLARD

P# SEE MATERIAL BOARD FOR FINISH SPECIFICATIONS

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No.	Description	Date

Proj. No.: 2018001
Date: 04/10/2019
Scale: 1/8" = 1'-0"
Drawn By: S.A.M.

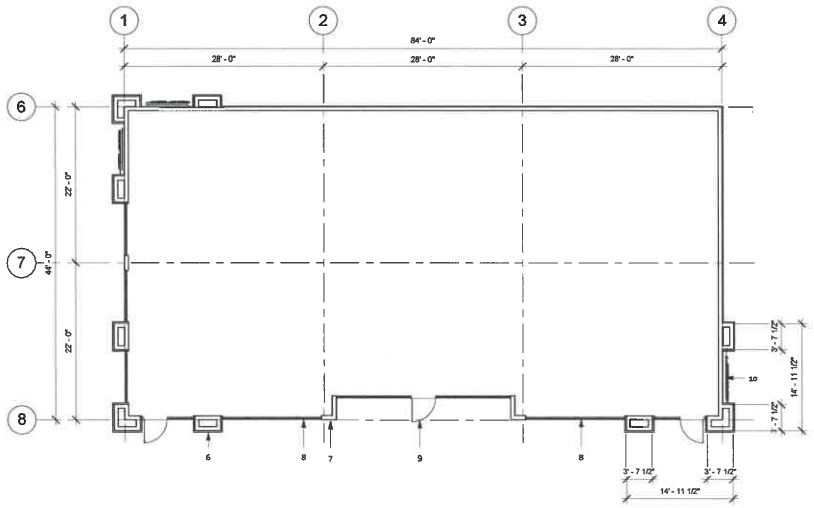
Drawing Title:
CANOPY PLANS

Drawing Number:
09

4/10/2019 1:01:37 PM

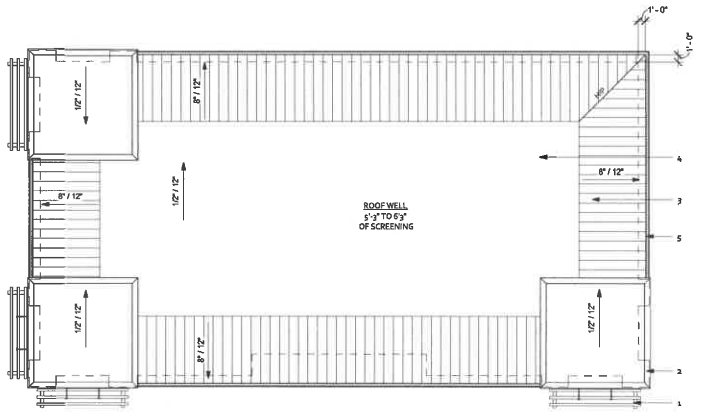
SHEET NOTES

1. STEEL TRELLIS ASSEMBLY, PAINTED.
2. FORMED METAL COPING ASSEMBLY.
3. METAL ROOF PANEL ASSEMBLY: STANDING SEAM (CLASS-A)
4. FULLY ADHERED TPO SHEET MEMBRANE ROOFING ASSEMBLY
5. GUTTER AND DOWNSPOUT ASSEMBLY
6. CAST STONE MASONRY VENEER ASSEMBLY SET IN MORTAR.
7. FIBER CEMENT HORIZONTAL SIDING BOARD ASSEMBLY.
8. ALUMINUM-FRAMED ENTRANCE AND STOREFRONT ASSEMBLY.
9. ALUMINUM DOOR ASSEMBLY.
10. DECORATIVE METAL FENCE ASSEMBLY.



1 PROPOSED - FLOOR PLAN
1/8" = 1'-0"

3,700 SF



2 PROPOSED - ROOF PLAN
1/8" = 1'-0"

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RETAIL BUILDING

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No.	Description	Date

Proj. No.:	2018001
Date:	04/10/2019
Scale:	1/8" = 1'-0"
Drawn By:	RMW

Drawing Title:
PROPOSED RETAIL PLANS

Drawing Number:
10

4/10/2019 1:03:56 PM



3 NORTH ELEVATION - COLOR SCHEMATIC
1/8" = 1'-0"

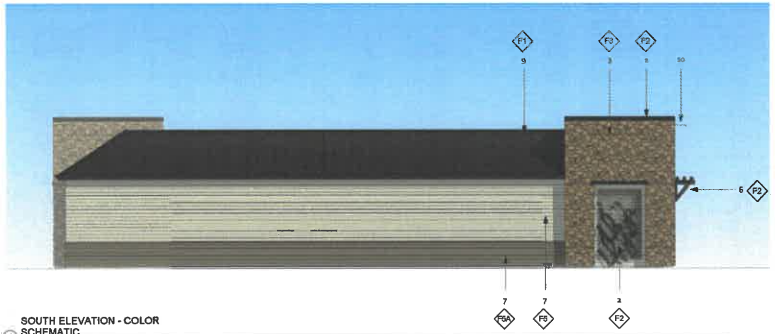


1 EAST ELEVATION - COLOR SCHEMATIC
1/8" = 1'-0"

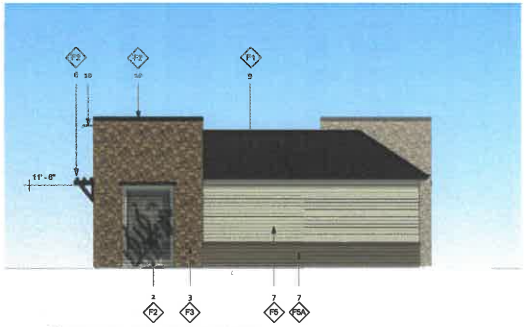
SHEET NOTES

1. FORMED METAL COPING ASSEMBLY
2. DECORATIVE METAL FENCE ASSEMBLY
3. CAST STONE MASONRY VENEER ASSEMLY SET IN MORTAR
4. ALUMINUM-FRAMED ENTRANCE AND STOREFRONT ASSEMBLY
5. GLAZING: 1" INSULATED GLASS UNIT
6. STEEL TRELLIS ASSEMBLY, PAINTED
7. FIBER-CEMENT HORIZONTAL SIDING BOARD ASSEMBLY
8. SIGNAGE
9. METAL ROOF PANEL ASSEMLY: STANDING SEAM (CLASS A)
10. WALL MOUNTED LIGHT FIXTURE: ARM TYPE FOR SIGNAGE

F# SEE MATERIAL BOARD FOR FINISH SPECIFICATIONS

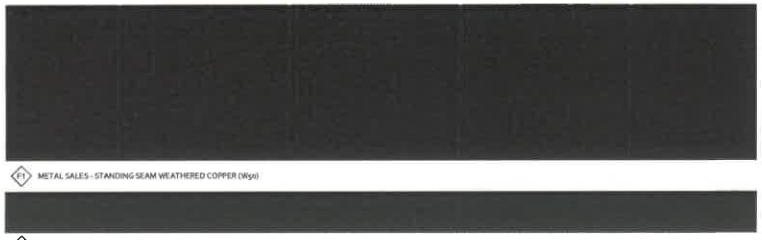


4 SOUTH ELEVATION - COLOR SCHEMATIC
1/8" = 1'-0"



2 WEST ELEVATION - COLOR SCHEMATIC
1/8" = 1'-0"

MATERIAL BOARD







RETAINING WALL
STACKED ROCKERY WALL F6

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RETAIL BUILDING

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No.	Description	Date

Proj. No.: 2018001
Date: 04/10/2019
Scale: As indicated
Drawn By: RMW

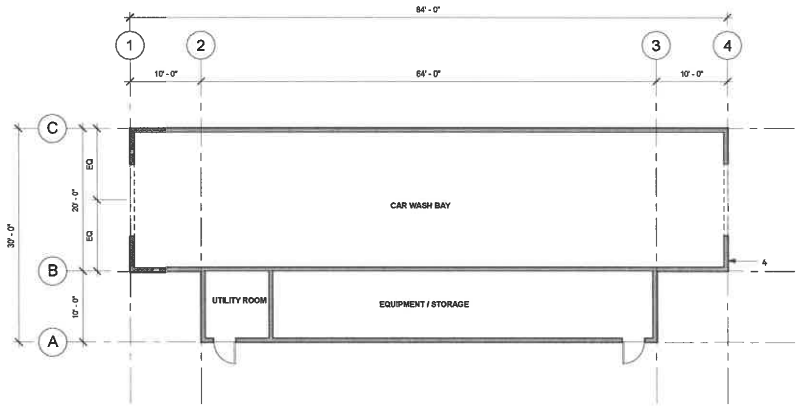
Drawing Title:
COLOR ELEVATIONS & MATERIAL BOARD

Drawing Number:
11

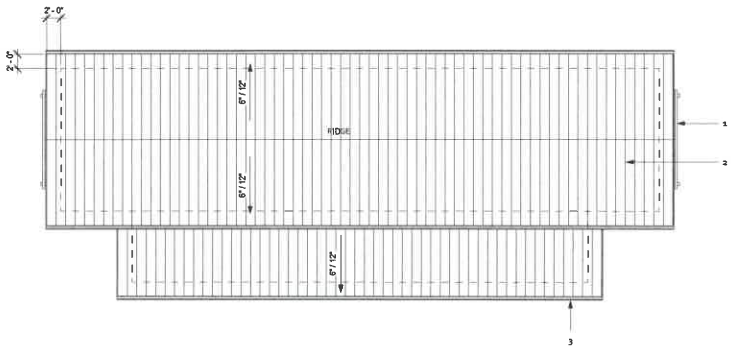
4/10/2019 1:04:04 PM

SHEET NOTES

1. STEEL TRELLIS ASSEMBLY, PAINTED.
2. METAL ROOF PANEL ASSEMBLY: STANDING SEAM (CLASS-A)
3. GUTTER AND DOWNSPOUT ASSEMBLY
4. FIBER CEMENT HORIZONTAL SIDING BOARD ASSEMBLY.



1 PROPOSED - FLOOR PLAN
1/8" = 1'-0"



2 PROPOSED - ROOF PLAN
1/8" = 1'-0"

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CAR WASH

Surninder S. Bhangu

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LICENSED ARCHITECT
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C-30814
R-31-19
STATE OF CALIFORNIA

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No.	Description	Date

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Date:	04/10/2019
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Drawn By:	RMW

Drawing Title:
PROPOSED CARWASH PLANS

Drawing Number:
12

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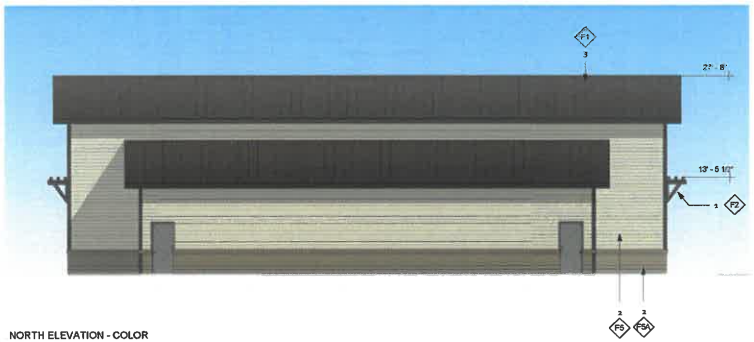
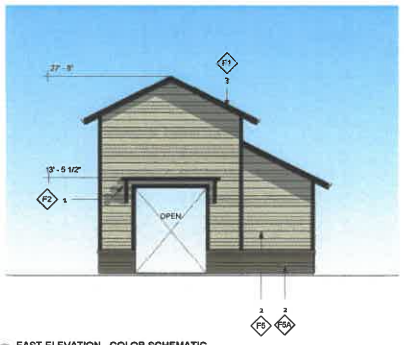


2 NORTH ELEVATION - COLOR SCHEMATIC
1/8" = 1'-0"

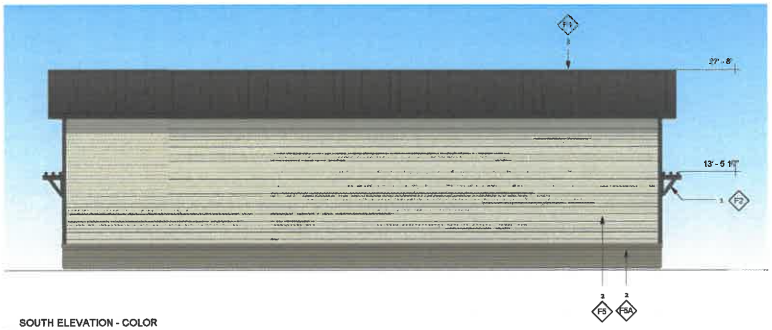


1 EAST ELEVATION - COLOR SCHEMATIC
1/8" = 1'-0"

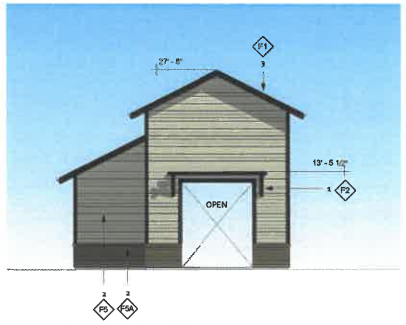
SHEET NOTES

1. STEEL TRELLIS ASSEMBLY, PAINTED
2. FIBER-CEMENT HORIZONTAL SIDING BOARD ASSEMBLY
3. METAL ROOF PANEL ASSEMBLY: STANDING SEAM (CLASS A)

F8 SEE MATERIAL BOARD FOR FINISH SPECIFICATIONS

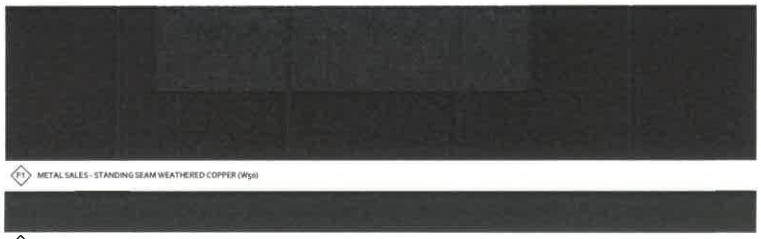


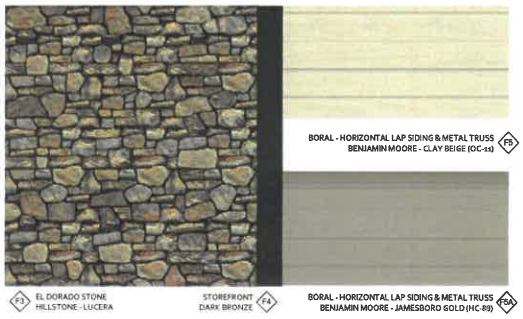
3 SOUTH ELEVATION - COLOR SCHEMATIC
1/8" = 1'-0"



4 WEST ELEVATION - COLOR SCHEMATIC
1/8" = 1'-0"

MATERIAL BOARD







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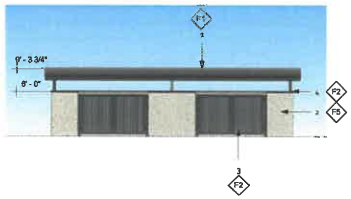
No.	Description	Date

Proj. No.: 2018001
Date: 04/10/2019
Scale: As indicated
Drawn By: RMW

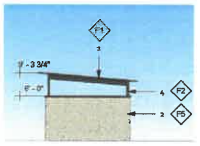
Drawing Title:
COLOR ELEVATIONS & MATERIAL BOARD

Drawing Number:
13

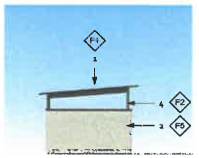
4/10/2019 1:02:43 PM



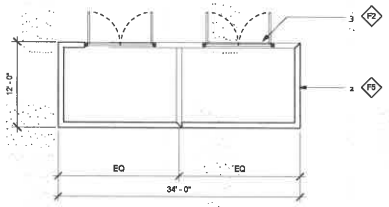
3 SOUTH ELEVATION - COLOR SCHEMATIC
1/8" = 1'-0"



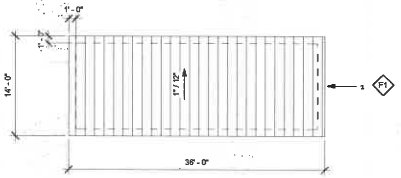
4 WEST ELEVATION - COLOR SCHEMATIC
1/8" = 1'-0"



5 EAST ELEVATION - COLOR SCHEMATIC
1/8" = 1'-0"



1 PROPOSED - FLOOR PLAN
1/8" = 1'-0"



2 PROPOSED - ROOF PLAN
1/8" = 1'-0"

SHEET NOTES

1. METAL ROOF PANEL ASSEMBLY: STANDING SEAM (CLASS-A)
2. PLASTER FINISH COAT.
3. STEEL DOOR ASSEMBLY.
4. STEEL ROOF STRUCTURE.

MATERIAL BOARD



F1 METAL SALES - STANDING SEAM WEATHERED COPPER (W50)

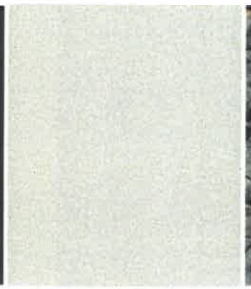


F2 TRIM PAINT : BENJAMIN MOORE - TAVERN CHARCOAL (CW-90).



F1 EL DORADO STONE
HILLSTONE - LUCERA

STOREFRONT
DARK BRONZE F4



OMEGA - CEMENT PLASTER - ACRYLIC
BENJAMIN MOORE - CLAY BEIGE (OC-91) F3



RETAINING WALL
STACKED ROCKERY WALL F5

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TRASH ENCLOSURE

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No.	Description	Date

Proj. No.: 2018001
Date: 04/10/2019
Scale: As indicated
Drawn By: S.A.M.

Drawing Title:
TRASH ENCLOSURE PLANS AND ELEVATIONS

Drawing Number:
14

4/10/2019 1:00:56 PM

Exhibit B

SOUTHERN SPHERE OF INFLUENCE PLANNING AND ANNEXATION PROJECT

Statement of Overriding Considerations
(Pursuant to Section 15093 of the CEQA Guidelines)

Final Environmental Impact Report
(State Clearinghouse No. 2013052057)

January 2014

ATTACHMENT 2

STATEMENT OF OVERRIDING CONSIDERATIONS

The California Environmental Quality Act (CEQA) requires decision makers to balance, as applicable, the economic, legal, social, technological or other benefits of a project against its significant and unavoidable environmental impacts when determining whether to approve the project. If the specific economic, legal, social, technological or other benefits of the project outweigh the significant and unavoidable impacts, those impacts may be considered "acceptable" (CEQA Guidelines Section 15093(a)). When significant impacts are not avoided or lessened, CEQA requires the agency to state, in writing, the specific reasons for considering a project acceptable. Those reasons must be based on substantial evidence in the Final Environmental Impact Report (EIR) or elsewhere in the administrative record (CEQA Guidelines Section 15093(b)).

In accordance with the requirements of CEQA and the CEQA Guidelines, the City of Grass Valley (City) finds that the mitigation measures identified in the Final EIR and the Mitigation Monitoring and Reporting Program, when implemented, will avoid or substantially lessen most all of the significant impacts identified in the Final EIR for the Southern Sphere of Influence Planning and Annexation Project (Project). However, certain significant impacts of the Project are unavoidable even after incorporation of all feasible mitigation measures. Even though road improvements and mitigation to acceptable levels is expected for certain traffic related impacts, there may be a temporary level of service reduction due to several uncertainties (feasibility for smaller projects to install, timing of improvements, potential physical constraints, or the City's lack of full jurisdiction). Therefore, this EIR takes a conservative approach to such impacts and determines the Project would result in significant and unavoidable air quality, climate change, noise, and traffic impacts. The Final EIR provides detailed information regarding these impacts.

The City finds that all feasible mitigation measures identified in the Final EIR within the purview of the City will be implemented with the Project, and that the remaining significant and unavoidable impacts are outweighed and are found to be acceptable due to the following specific overriding economic, legal, social, technological or other benefits based upon the facts set forth in the Findings of Fact (Exhibit A), the Final EIR and the administrative record, as follows:

- As described in Section 2.4 of the Draft EIR, the City has identified specific economic related objectives for the Project. Objectives 1, 3, 5, 6, and 7 directly relate to specific economic benefits the City is trying to accomplish with this Project. Specifically, this includes creating an opportunity: to accommodate primary jobs; to protect existing industry and allow its expansion; to address the significant retail leakage impacting the community; to allow for a full range of job types; and, to provide an opportunity for public private partnerships for the extension of key infrastructure.
- As noted in Section 2.4 of the Draft EIR and within the January 21, 2014 Planning Commission Staff Report, the City has a social related objective for the Project. Objective 2 relates to creating a more sustainable urban form of development south of the City rather than the suburban land use form allowed for by the current General Plan. This allows the Southern Sphere of Influence area to facilitate development based on the principles of sustainability and community and the tenets of New Urbanism. It provides a better opportunity to develop an area that meets the

needs of people and the environment by providing more walkable streets, open space, habitat protection, and a diversity of jobs and housing where people live in the tradition of our great American cities.

- As described in the January 21, 2014, Planning Commission Staff Report, and further reinforced by the Institute of Traffic Engineers Trip Generation manual (p. 4.15-17, 7th addition), a more urbanized and mixed-use development, such as proposed by the Project, typically generate fewer auto trips per unit of land use than single-use suburban developments contemplated by the existing General Plan for the Project area. A more urbanized and mixed-use development pattern that provides for a full range of services and community needs in turn reduces automobile dependence, gasoline consumption, greenhouse gas emissions and emissions of other pollutants associated with automobile use. Fewer automobile trips associated with mixed-use developments also reduce noise pollution and improves congestion on local roadways. The proposed Project would provide employment and shopping opportunities in centralized locations, in close proximately to a variety of housing, which provides the potential benefits of reduced automobile dependence, gasoline consumption, greenhouse gas emissions and emissions of other pollutants associated with automobile use, noise pollution and improved congestion on local roadways.
- As described in the January 21, 2014, Planning Commission Report, the Project would provide a maximum of 534 residential units, which would help the City meet its anticipated regional housing needs allocation in the future.
- As described in the January 21, 2014, Planning Commission Report and the Draft EIR, the Project would designate approximately 117 acres, or 28%, of the area as open space. The proposed open space areas include most of the land that contains wetland and riparian features and the forest-covered steeper hillsides. The current General Plan does not designate any land within the Project's 416 acres for open space. This Project will add to the open space available for the enjoyment and potential recreation of the residents of the City.
- As noted in the January 21, 2014 Planning Commission Staff Report and Draft EIR, the Project meets the economic-related goals, objectives, and policies of the City's General Plan by providing a balanced, healthy, and sustainable land use pattern.
- As described in the EIR, the Project and the Reduced Commercial Alternative, when compared to the other alternatives analyzed in the Final EIR (including the No Project Alternative), provides that best available balance between maximizing the attainment of the Project objectives while minimizing significant environmental impacts. Furthermore, as noted in the alternatives analysis, when compared to the No Project Alternative (the existing General Plan land use designations), the proposed Project is expected to have less impacts on air quality, noise, and traffic.

Each of the above mentioned reasons by itself justifies approval of the Project notwithstanding the significant and unavoidable impacts. Considering all factors, the City finds that there are specific economic, legal, social, technological and other considerations associated with the Project that outweigh the Project's significant and unavoidable impacts and are, therefore, considered acceptable.