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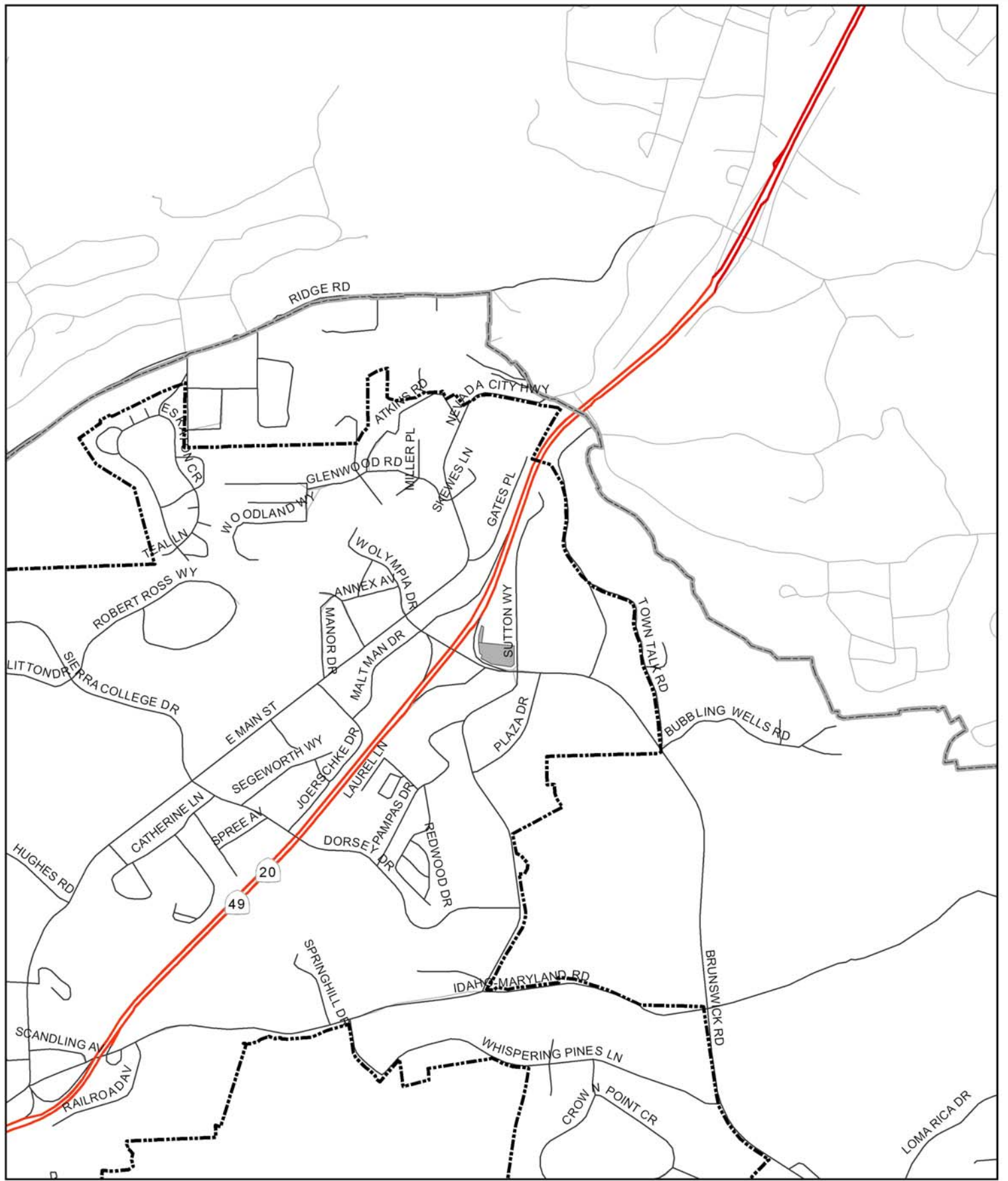
**(PROJECT #06DRC-18)**

**Initial Study and  
Proposed Negative Declaration**

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Prepared by  
City of Grass Valley  
125 East Main Street  
Grass Valley, CA 95949

March 2, 2007



**City of Grass Valley**  
**Environmental Initial Study &**  
**Proposed Negative Declaration for**  
**Development Review Application 06DRC-18**

-  Planning Area Boundary
-  Grass Valley City Limits
-  Project Site



# ***Proposed*** **Mitigated Negative Declaration**

In accordance with the California Environmental Quality Act, the City of Grass Valley has conducted an Initial Study to determine whether the following project may have a significant adverse effect on the environment. On the basis of that study, the City finds that the proposed project will not have a significant adverse effect on the environment and will not require the preparation of an Environmental Impact Report. Therefore, this Negative Declaration has been prepared.

**LEAD AGENCY:** City of Grass Valley  
125 East Main Street  
Grass Valley, CA. 95945

Contact: Daniel D. Chance, Associate Planner  
(530) 274-4333

**PROJECT APPLICANT:** Interra-Vision Development, LLC  
2377 Gold Meadow Way, Suite 100  
Gold River, CA. 95670

Contact: Brian Kisling  
(916) 526-2817

**PROJECT LOCATION:** The project is located northwesterly of the Brunswick Road and Sutton Way intersection, in the City of Grass Valley in Nevada County (APN 35-400-72 & 75) in the C-2 (Central Business) Zoning District

**PROJECT DESCRIPTION:** Development Review Application (06DRC-18) for the demolition of an existing commercial structure and construction of a 14,500 square foot commercial building "Walgreens" and related improvements on a 99,160 square foot site. The project includes the development of a building to be used as a retail drug store in the center of the lot. The structure would be one-story with an average height of 29-feet. The project includes 65 parking spaces located around the building. The project includes a drive-thru pharmacy along the northern side of the building. The site plan includes one access point onto Sutton Way, and an emergency vehicle access onto Brunswick Road. The project includes a large detention basin in the western portion of the parcel. The project includes the planting of a heavily forested area along the western portion of the site, adjacent to Highway 49/20.

**REVIEW PERIOD:** March 16, 2007 to April 16, 2007

**CITY OF GRASS VALLEY  
INITIAL STUDY ENVIRONMENTAL CHECKLIST**

1. **Application Number:** 06PLN-18
2. **Representative:** Rauschenbach Marvelli Becker Architects  
**Name and Address:** C/o Mark Marvelli  
2277 Watt Avenue, 2<sup>nd</sup> floor  
Sacramento, CA. 95825
3. **Lead Agency Name and Address:** City of Grass Valley,  
Community Development Department  
125 East Main Street  
Grass Valley, CA 95949
4. **Project Description:** Development Review Application (06DRC-18) for the demolition of an existing commercial structure and construction of a 14,500 square foot commercial building "Walgreens" and related improvements on a 99,160 square foot site. The project includes the development of a building to be used as a retail drug store in the center of the lot. The structure would be one-story with an average height of 29-feet. The project includes 65 parking spaces located around the building. The project includes a drive-thru pharmacy along the northern side of the building. The site plan includes one access point onto Sutton Way, and an emergency vehicle access onto Brunswick Road. The project includes a large detention basin in the western portion of the parcel. The project includes the planting of a heavily forested area along the western portion of the site, adjacent to Highway 49/20.
5. **Project Location:** The project is located northwesterly of the Brunswick Road and Sutton Way intersection, in the City of Grass Valley in Nevada County (APN ) in the C-2 (Central Business) Zoning District
6. **General Plan Designation:** Commercial
7. **Zoning:** C-2 (Central Business)
8. **Other public agencies whose approval are required (e.g. permits, financing approval, or participation agreement):**  
  
Cal-Trans

**DETERMINATION**

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 the earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature \_\_\_\_\_ Date \_\_\_\_\_

Printed Name \_\_\_\_\_ For \_\_\_\_\_

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be significantly affected by this project as indicated by the checklist in the following sections:

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Aesthetics                         | <input checked="" type="checkbox"/> Air Quality            | <input type="checkbox"/> Biological Resources            |
| <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology / Soils                   | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Resources          | <input type="checkbox"/> Land Use/Planning                 | <input type="checkbox"/> Mineral Resources               |
| <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population/Housing                | <input type="checkbox"/> Public Services                 |
| <input type="checkbox"/> Recreation                         | <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems       |
| <input type="checkbox"/> Mandatory Findings of Significance |  |  |

**CEQA GUIDANCE**

Appendix I of the State CEQA Guidelines was used in answering the checklist questions:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the discussion. A "No Impact" answer is adequately supported if the discussion shows that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained when 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 offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less than Significant with 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 (mitigation measures from earlier analyses may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (State CEQA Guidelines Section 15063[c][D]). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., General Plans, Land Use Codes). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a. the significance criteria or threshold, if any, used to evaluate each question; and
  - b. the mitigation measure identified, if any, to reduce the impact to less than significance

Identification of the potential for residual significant adverse environmental impacts would trigger the need for preparation of an EIR. For issue areas in which no significant adverse impact would result or impacts would be reduced to a less-than-significant level by mitigation, further analysis is not required.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>1. AESTHETICS</b>				
Would the proposal:				
a. Have a substantial adverse effect on a scenic vista?			X	
b. Substantially damage scenic resources, including, but not limited to, tree, rock outcroppings, and historic buildings within a scenic state highway?				X
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in this area?			X	

**Discussion of Checklist Answers:**

a-d. The City of Grass Valley's General Plan includes objectives for the protection of major views in the planning area, including hillsides, ridgelines and forested view; as well a improving the entrances to the community. Currently, the project site is fully developed wit a building and asphalt area, predominantly occupied by Keil Chevrolet. There are no scenic resources on the property. This project includes the removal of the existing structure and parking area and construction of a 14,500 square foot building, 29-feet in height, located adjacent to State Highway 49/20. The development is in the Glenbrook Basin, a major commercial area, and would be visible from the highway.

The General Plan's Conservation/Open Space Element includes a discussion about the 1972 and 1982 General Plans establishing Highway 49/20 as a scenic highway. The 1972 General Plan proposed policies prohibiting billboards and off-premise signs, and encouraged landscaping and tree planting along scenic corridors. The 1982 General Plan reinforced those policies and efforts through new policies designed to enhance City "entryways". The plan also identified the need to address viewsheds, specifically, prominent hills and ridgelines. The 1999 General Plan states the City has implemented some aspects of scenic highway/entryway and hillside/ridgeline provisions through the zoning and design guidelines. However, the adopted policies focus on further implementing viewshed protection measures. Caltrans has noted that the Highway 49/20 corridor is on the eligibility list to become a State Scenic Highway. The entire length of Highway 49, from Madera to Sierra Counties, is on the "eligibility list", with only a small section in Sierra County being "officially designated". To become "officially designated" as a State Scenic Highway, each local jurisdiction must conduct a substantial amount of research, adopt a scenic corridor protection program, and comply with the State's process and obtain the State's approval for the designation.

The City's Design Guidelines requires review of all commercial, industrial and multi-family structures in the City of Grass Valley. The intent of those guidelines is to preserve and enhance the existing community and the natural resources. The guidelines encourage all new development to incorporate aesthetically pleasing structures and screening of unsightly areas from public view through the use of natural landscaping. These policies require building designs to be attractive, interesting, and safe and shall reflect the character of Grass Valley. The City's Design Guidelines does not identify the Glenbrook Basin as a Special Planning Area.

The proposed building design reflects many of the architectural elements of Grass Valley's mining past. Building materials include the use of metal roofs, as well as corrugated metal, horizontal siding, cement plaster, "El Dorado" rock and brick veneer, and wood trim on the body. The building has a flat roof, but the four elevations incorporate varied roof lines, including a gabled roof, small dormer roofs, and covered walkways along the sides of the building. The landscape plan shows a large landscaped entrance, at the corner, and along the parking area; as well as a large forested area containing conifer trees at the western boundary of the property fronting State Highway 49/20.

All existing exterior lighting associated with the auto dealership will be removed. This project includes seventeen new pole lights 18-foot high in the parking areas and eighteen lighting units on the buildings. The applicant provided a photometric plan showing lighting

on the site and at the property lines. The light spillage is less than 1 foot candle at the property lines. The City's Design Guidelines establish a maximum lighting spill over of 0.5 foot candles at any point on properties containing residences, churches, or other sensitive uses. None of these uses exist in the area. The City's Design Guidelines limit light standards to 20-feet in height; at 18-feet, the seventeen pole lights comply with this standard. A condition of approval will be added that requires a revised lighting plan that addresses the type of building lights and the height of the pole lights. The project is not anticipated to have a significant adverse impact on aesthetics if it is developed as planned.

**Conclusion:** The landscaping for the project will provide some screening in the short term and significant screening as the trees get closer to maturity. The project proposes significant number of conifer trees along the western boundary of the property screens the site from State Highway 20/49. In addition, those trees would screen a number of structures in the Glenbrook Basin from the highway. The project would be conditioned to include the landscape plans, lighting plans, colors and design as part of the final building plans. The project is not anticipated to have a significant adverse impact on aesthetics if it is developed as planned.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>2. AIR QUALITY</b>				
Where available, the significance criteria established by the applicable air quality management or 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?			X	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d. Expose sensitive receptors to substantial pollutant concentrations?			X	
e. Create objectionable odors affecting a substantial number of people?				X

**Discussion of Checklist Answers**

a.-e. The overall air quality in Nevada County is good but two known air quality problems exist, the Ozone and Suspended Particulate Matter (PM-10). Nevada County is considered to be "non-attainment" for both pollutants. PM-10 in Grass Valley meets federal ambient ozone standards but exceeds 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. The PM-10 is usually associated with dust generated during construction. The project will require excavation work to accommodate the building pads and roadways. Dust generated by grading and construction activities could have a potential to create short-term air quality impacts. The use and operation of the business will not generate pollutants, odors or impact air movement in the immediate area. The project is expected to generate additional vehicular traffic over the previous car dealership, which will increase local vehicle emissions. The project is located within the Northern Sierra Air Quality Management District (NSAQMD).

Conclusion: The project generates approximately 712 daily vehicle trips per day. Of those trips, 192 daily trips represent existing vehicle traffic on the property (Auto Dealership), pass-by trips and diverted trips, which represents vehicles accessing the site and already in operation within the community (i.e. Driving home from work or shopping in the area). The total number of daily trips would be reduced to 520 daily trips. The project would be conditioned to enhance the public transportation opportunities along the frontage of the property, with a covered bus shelter. The NSAQMD has adopted standard regulations and mitigation measures for projects that exceed certain air quality threshold levels to address and mitigate both long and short-term emissions. The NSAQMD will require an analysis to determine what tier the project falls within. Those tiers are divided into three areas. Depending on which of the tiers the project falls within, the NSAQMD will apply the appropriate requirements to address both long and short-term emissions. The project may have a potential of short term impacts associated with grading and construction on site, with the implementation of the mitigation measure below the project would have a less than significant impact.

**Mitigation Measure 1:** Prior to issuance of a grading permit, a Dust Mitigation Plan shall be submitted 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:

- 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.
- 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.
- 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.
- 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.
- All areas with vehicle traffic shall be watered or have dust palliative applied as necessary for regular stabilization of dust emissions.
- All material transported off-site shall be either sufficiently watered or securely covered to prevent public nuisance.
- Paved streets adjacent to the project shall be swept or washed 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.
- No burning of waste material or vegetation shall take place on-site.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3. BIOLOGICAL RESOURCES</b>				
Would the proposal:				
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?				X

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native residents or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f. Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

**Discussion of Checklist Answers**

a-f. The site has been significantly disturbed. The site consisted of a large structure for an automobile dealership and a large paved parking lot covering a majority of the site. The small remaining areas consist of non-native vegetation and older landscaping. No wetlands or riparian vegetation exists on the property. No environmentally sensitive habitat was identified on the property. The proposed project would convert some of the paved area to a landscaped area with a "natural" biological swale for on-site stormwater detention. The project would be conditioned to provide oil separators as part of the drainage plan to further improve the biological swale.

**Conclusion**

Impacts associated with biological resources are considered less than significant. No mitigation measures would be required for the biological resources section.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**4. CULTURAL RESOURCES**

Would the proposal:

- a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? X
- b. Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5? X
- c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? X
- d. Disturb any human remains, including those interred outside of formal cemeteries? X

**Discussion of Checklist Answers**

a-d. The site has been significantly disturbed. The site consisted of a large structure for an automobile dealership and a large paved parking lot covering a majority of the site. The General Plan identifies the cultural sensitivity of the property as low. Past development/grading have disturbed the property reducing the potential for cultural resources on the property. The CEQA guidelines does require, as part of the objectives, criteria and procedures required by section 21082 of Public Resources Code, a lead agency should make provisions if historical or unique archaeological resources accidentally discovered during construction. A condition of approval would be added should cultural resources be discovered during construction consistent with the cultural and historic element of the General Plan.

**Conclusion**

Impacts associated with cultural resources are considered less than significant. No mitigation measures would be required for the cultural resources section.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>5. GEOLOGY AND SOILS</b>				
Would the project:				
a. Expose people or structure to potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i. Rupture of a known earthquake fault, as delineated in 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.			X	
ii. Strong seismic ground shaking?			X	
iii. Seismic-related ground failure, including liquefaction?				X
iv. Landslides?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Result in substantial soil erosion or loss of topsoil?				X
c. Be located on a geologic unit or soil that is unstable, or that would become unstable because of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

**Discussion of Checklist Answers**

a.-e. The Soil Survey of Nevada County identifies a majority of the soils on the project site as "Aiken Loam" and "Alluvial Land Clayey" This is a well drained soil with an erosion hazard potential of low, and permeability is slow to medium. This soil is generally considered a stable soil. The Geologic Map of Western Nevada County identifies the geologic make-up of the immediate area as Miocene-Pliocene Volcanic Rocks. There are no identified active fault lines on the property. The City of Grass Valley is located in the low intensity zone for earthquake severity. The average gradient of the site is 5% over the property. The site is developed and does not contain any unique geologic or physical features. No landslides or subsidence of the site is expected. No significant impacts associated with geologic hazards are anticipated with this project.

The project as proposed may have short-term and long-term geologic impacts. The short-term impacts would include erosion associated with grading and development of the project. All projects are required to incorporate measures into the grading plan to minimize this short-term risk. The long term impacts would include potential impacts to the structures from settling due to inappropriate compaction or soils. The long-term impacts are less than significant with the implementation of the City's standard conditions required for grading permits, as well as, incorporating the recommendations in the geotechnical evaluation.

The City Engineer's standard condition will require the developer to post a cash bond with the City for erosion and temporary drainage and/or sedimentation control of the project site as determined appropriate by the City Engineer. The conditions shall include detailed grading, permanent erosion control and landscaping plans to be submitted for review and approval by the Engineering Department, prior to commencing site grading, and all erosion control measures shall be implemented in accordance with the approved plans. The conditions shall include specific recommendations for erosion control associated with grading and construction of this project between the months of October and April.

The City Engineer shall condition the project to have a detailed engineering plan be prepared for the site to accommodate project development. Those geotechnical measures shall be incorporated into project grading and construction. The detailed engineering plan shall be incorporated into project grading and construction, which would provide further detailed review by the geotechnical engineer, consistent with the geotechnical report.

**Conclusion**

With the inclusion of the City's standard conditions for grading and erosion control the project would not have a significant impact. No mitigation measures would be required for the geology and soils section.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>6. HAZARDS AND HAZARDOUS MATERIAL</b>				X
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
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?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
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?			X	
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 for people residing or working in the project area?			X	
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

**Discussion of Checklist Answers**

a-h. The proposed use will not use hazardous materials in its operations. Development of the site is not expected to result in a risk of accidental explosion or release of hazardous substances as long as proper construction methods are used. Construction methods will be monitored by the Building Department during construction.

Nevada County and the City of Grass Valley have a high probability for naturally occurring serpentine, ultramafic rock or naturally occurring asbestos. The geologic make-up of this area is Miocene-Pliocene Volcanic Rocks, which is not the type of rock that contains serpentine or ultramafic rock containing asbestos.

**Conclusion:**

No significant impact associated with health hazards is anticipated with this project. No mitigation measures would be required for the health hazards section.

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>7. HYDROLOGY AND WATER QUALITY</b>				
Would the project:				
a. Violate any water quality standards or waste discharge requirements?			X	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e. 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?			X	
f. Otherwise substantially degrade water quality?			X	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X

**Discussion of Checklist Answers**

a-j. The FIRM map produced by the Federal Emergency Management Agency did not identify the project site as being located in the 100-year floodplain. The development of the project includes removing the existing structure and parking lot; and construction of a new 14,500 square foot commercial building and related parking. The development of the project would actually decrease the amount of impervious surfaces currently existing on site. The project would include new stormwater drainage improvements as part of the project that includes a biological swale area. The majority of the stormwater from the developed area will be directed to flow into on-site stormwater detention facilities located on the property. The size of the stormwater detention facility would be designed so as to maintain pre-development stormwater runoff. A NPDES Permit will be required for the erosion control issues.

The closest creek is Olympic Creek located 500-yards to the south. The project would continue to direct on-site runoff into Olympic Creek, and eventually into the Wolf Creek watershed. The runoff from the site may contain grease, oil and other petroleum by-product, as well as other sediments that may have the potential of impacting the Wolf Creek watershed. The project would be conditioned to require the adequate grease separation and sediment collection of the run off prior to flowing into the watershed. The City would require grease, oil and other petroleum by-product separators be installed at the drainage inlets to prevent the pollutants from entering the biological swale area. The biological swale will provide an additional opportunity to improve the water quality prior to entering Olympia Creek. The biological swale will also increase the water recharge on site.

The City Engineer standard condition includes a detailed engineered drainage plan to be submitted for the review and approval by the City Engineer. The drainage plan shall be designed to ensure that off-site concentrated storm water flows will be equal to or less than pre-development conditions for a model storm event. Drainage improvements shall be constructed in accordance with the approved engineered drainage plan. The site drainage system shall incorporate water/oil separators, or other approved methods to prevent site contaminants impacting the watershed. The project will be required to incorporate "Best Management Practices" to address short-term impacts of on-site sediments, including silt, sand and mud flowing into the drainage system during construction. This plan shall provide approved methods to keep sediment disturbed during construction, and approved by the City Engineer.

**Conclusion:**

With the inclusion of the City's standard conditions for drainage plan and incorporation of "Best Management Practices" the project impacts associated with hydrology and water quality are considered less than significant. No mitigation measures would be required for the hydrology and water quality section.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>8. LAND USE PLANNING</b>				
Would the project:				
a. Physically divide an established community?				X
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or Land Use Code) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
d. Affect agricultural resources or operations (e.g. impacts to soils or farmland from incompatible uses)?				X

**Discussion of Checklist Answers**

a-d. The General Plan identifies the property a Commercial and Zoning on the property is C-2 (Central Business). The proposed use is consistent with the land use and zoning of the property. There are no habitat conservation plans, natural community conservation plan, or agricultural resources in the area.

**Conclusion**

Impacts associated with land use and planning are considered less than significant. No mitigation measures would be required for the land use section.

Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>9. MINERAL RESOURCES.</b>				
Would the project:				
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?				X
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?				X

**Discussion of Checklist Answers**

a-b. The project is expected to result in the use of mineral resources for the proposed site improvements. The site is not located in a mineral resource area. No significant impact on mineral resource use is anticipated. No mitigation measures would be required for the mineral resource section.

**Conclusions**

Impacts associated with mineral resources are considered less than significant. No mitigation measures would be required for the mineral resources section.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>10. NOISE.</b>				
Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b. Exposure of persons to or generation of excessive groundbourne vibration or groundbourne noise levels?			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
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 expose people residing or working in the project area to excessive noise levels?				X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

**Discussion of Checklist Answers**

a-d. The General Plan establishes maximum allowable noise levels for different land uses. The project site is currently an auto dealership and surrounded by other commercial buildings and State Highway 20/49. Temporary noise will occur during construction. The City has established hours for construction which will minimize the neighbors expose to the construction noise. Once completed, the project can be expected to generate traffic related noise, and noise related to the movement of products on the site. However, there are no noise sensitive land uses adjacent to the proposed project which could be impacted by this project. The City's General Plan EIR shows, in 1999, a portion of the western property as being within the 71 dB noise contour of Highway 20/49. Most of the property is expected to be within this 71 dB noise contour by the year 2020. These noise levels are within the acceptable level for commercial uses.

e-f. The project site is not located within an airport land use plan or near a private or public airport.

**Conclusion**

Impacts associated with noise are considered less than significant. No mitigation measures would be required for the noise section.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>11. POPULATION AND HOUSING.</b>				
Would the project:				
a. Induce substantial 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)?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

**Discussion of Checklist Answers**

a-c. The proposed commercial use is allowed and a commercial use was planned for in the City's 2020 General Plan and therefore would not affect regional or local population or housing projections. The project will not displace any existing housing or affect the affordability of housing. Therefore, the project will not impact population or housing in the area or City.

**Conclusion**

Impacts associated with population and housing are considered less than significant. No mitigation measures would be required for the population and housing section.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>12. PUBLIC SERVICES.</b>				
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:				X
i. Fire protection?			X	
ii. Police protection?			X	
iii. Schools?				X
iv. Parks?				X
v. Other Public Facilities?				X

**Discussion of Checklist Answers**

a. The project is located within the city limits of Grass Valley, and within the service boundaries of the City. The project would be served by the City of Grass Valley Fire and Police Departments. The proposed project includes a new emergency access to Brunswick Road. With proper fire prevention measures as required under the Uniform Building Code and Uniform Fire Code, the project is not expected to significantly impact Fire Department services. Payment of new development fees will address the project's

impact on City Fire and Police Department Services. The project will be required to pay the adopted school impact fees and therefore, not impact schools. The project will not require the need for new maintenance of new public facilities or roads. No significant impact on public services is anticipated with this project. No mitigation measures would be required for the public services section.

**Conclusion**

Impacts associated with public services are considered less than significant. No mitigation measures would be required for the public service section.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>13. RECREATION.</b>				
Would the Project:				
a. 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?				X
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

**Discussion of Checklist Answers**

a-b. The development of proposed project would not have a significant impact on the recreational opportunities or demand in the City of Grass Valley. The City's Parks and Recreation Master Plan does not show any planned park or trail sites on the property.

**Conclusion**

Impacts associated with recreation are considered less than significant. No mitigation measures would be required for the recreation section.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>14. TRANSPORTATION/TRAFFIC</b>				
Would the proposal:				
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)?		X		
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?		X		

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves of dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e. Result in inadequate emergency access?			X	
f. Result in inadequate parking capacity?			X	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	

**Discussion of Checklist Answers**

a & b. A Traffic Impact Analysis was prepared for the project by Kimley-Horn and Associates Inc. Since the PM peak hour vehicle trips exceed 50 trips, a Volume/Capacity Analysis was prepared. The original analysis was prepared on November 20, 2006 and a subsequent addendum was completed on March 8, 2007. The analysis evaluated the number of trips generated with this project and potential impacts associated with the project on the circulation patterns and intersections in the Brunswick basin. The total number of trips associated with this commercial project is approximately 712 daily trips and 97 PM peak hour vehicle trips. This vehicle trip calculation includes the reduction of trips associated with the previous auto dealership (564 Dailey/28 PM Peak Hour). The number of trips is further reduced with the inclusion of pass-by reduction and diverted link reduction (See Table 1). The pass-by reduction reflects those existing vehicles already driving through the Sutton Way and Brunswick Road intersection that stop at the proposed drugstore; while the diverted link represent those existing vehicles already in the Brunswick Road corridor that stop at the proposed drugstore. Both the pass-by reduction and diverted reduction represents vehicles already on the roadways in the immediate area, either driving to work or other business in the area. The pass-by reduction would not increase the number of vehicles at any critical intersections, while the diverted reduction requires counting those vehicles at the Sutton Way and Brunswick Road intersection.

Table 1

ITE Land Use (Code)	Units	Total Daily Trips	Total PM Hours Trips	Peak-
Pharmacy/Drugstore with Drive-Thru (881)	14,470 sf	1,276	125	
Existing Car Dealership	16,919 sf	-564	-28	
<i>Subtotal New Trips:</i>		712	97	
Pass-By Reduction, Sutton Way (15%)		-107	-15	
Diverted Link Reduction, Brunswick Road (12%)		-85	-12	

<b>Net New External Trips:</b>	<b>520</b>	<b>70</b>
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The Transportation Engineer utilized the City's traffic threshold policy to determine the critical intersections in proximity to the project. The Traffic Analysis evaluated the Brunswick Corridor, which includes four intersections that may be impacted by the project. These include; the Brunswick Road and Nevada City Highway, Brunswick Road and Maltman Drive/SR20/49 Westbound Ramps, Brunswick Road and SR20/49 Eastbound Ramps, and Brunswick Road and Sutton Way intersections. The Traffic Analysis makes an assumption that the traffic improvements associated with the Sutton Way and Brunswick Road intersection would be constructed and operational prior to the proposed use commencing (currently expected to be completed in May of 2007). Since the traffic analysis does not evaluate the project without the improvements to the Sutton Way and Brunswick Road intersection, the project would be conditioned that prior to commencing the use, the improvements to that intersection would have to be in place. The traffic analysis determined that of those identified intersections, only the Sutton Way and Brunswick Road intersection would not meet the City's threshold for level of service at a signalized critical intersection. The failure of the Sutton Way and Brunswick Road intersection occurs under the cumulative impact analysis. At that time, the average delay at that intersection increases by 3% (.03) for the signalized intersection. The applicant has modeled the vehicular flow of the intersection and has determined that the timing of the lights can be "optimized" to meet the City's development standards of 2% (.02). The traffic analysis determined the optimizing of the signals would not impact the other critical intersections in the Brunswick Corridor.

Existing plus Approved Projects and  
Existing plus Approved Projects plus Proposed Project Levels of Service

Intersection	PM Peak-Hour		
	v/c Ratio	Delay (Seconds)	LOS
Brunswick Road @ Nevada City Highway	0.70 / 0.71	38.5 / 38.6	D / D
Brunswick Road @ Maltman Drive/SR-20/49 Westbound Ramps	0.67 / 0.69	32.5 / 32.8	C / C
Brunswick Road @ SR-20/49 Eastbound Ramps	0.56 / 0.57	17.0 / 16.6	B / B
Brunswick Road @ Sutton Way	0.75 / 0.78	46.3 / 46.8	D / D
Sutton Way @ Site Driveway	- / -	- / 13.5 (EB)*	- / B
Results in this table are presented in <b>Existing plus Approved / Existing plus Approved plus Project</b> format. *TWSC - control delay for (worst minor approach/movement)			

The close proximity of the Brunswick Corridor intersections requires an evaluation as to how all the intersections work together to improve the flow of traffic. The traffic analysis concludes that synchronizing the signalized intersections along the Brunswick Corridor will maintain the current level of service at those critical intersections for this project, as well as under the cumulative traffic levels into the year 2027. To improve traffic flow, the project will be conditioned to work with the City of Grass Valley and Caltrans to synchronize the signalized intersections along the Brunswick Corridor. The project would be required to pay the City and Regional traffic impact fees that fund necessary intersection improvements at identified critical intersections, those fees would be based on the 97 PM peak hour trips. With the collection of the local and regional fees, the project would not have a significant impact on the transportation and circulation in the area and region.

c.e. The project is located outside of the Nevada County Airport flight patterns and would not have an impact on air traffic. The location of the drive way onto Sutton Way is approximately 200-feet from the Brunswick Road and Sutton Way intersection. Review by the City Engineer determined the location of the driveway would not have an impact on circulation in the immediate area. The project

would be conditioned to provide frontage improvements along both Brunswick Road and Sutton Way. The project is proposing an emergency access from the site onto Brunswick Road.

f. The project is consistent with the parking required in the City of Grass Valley's Zoning Ordinance. With sixty-five (65) parking spaces on site, the project would provide adequate parking to meet the needs of the retail commercial use. The required parking spaces for the drugstore would be one space for every two-hundred square feet for the retail area (12,024 sq. ft.) and one space for every fifteen hundred square feet for the storage area (2,526 sq. ft.), which requires 62-parking spaces for the project.

g. The Nevada County Department of Transportation encourages locating a bus turnouts along Sutton Way. The City has concerns that a bus stop in close proximity to the Sutton Way and Brunswick Road intersection, may not be appropriate. The City Engineer determined that a more appropriate location for the bus stop may be farther north, in front of the Department of Motor Vehicles offices.

**Conclusion**

With the inclusion of the City's standard conditions requiring the payment of the traffic impact fee, the condition that the use of the drugstore cannot take place until the improvements to the Brunswick Road and Sutton Way intersection are in place, and the the mitigation measure that the project optimize the signal timing at the Sutton Way and Brunswick Road intersection the project would not have a significant impact on traffic circulation in the area.

**Mitigation Measure 2:** Prior to issuance of a grading permit, a Traffic Signal Optimization Plan shall be submitted for review and approval by Caltrans and City Engineer. The optimization plan shall for the Sutton Way and Brunswick Road intersection shall be implemented prior to issuance of the Certificate of Occupancy.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>15. UTILITIES AND SERVICE SYSTEMS.</b>				
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could have significant environmental effects?			X	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements necessary?				X
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- |   |  |  |   |  |
|---|--|--|---|--|
| g. Comply with federal, state, and local statutes and regulations related to solid waste? |  |  | X |  |
|---|--|--|---|--|

**Discussion of Checklist Answers**

a-g. The project will require connections to the existing water, sewer, storm drainage power, and communication systems. All these systems and utilities are available to the site. The property is within the Nevada Irrigation District service area. Waste Management provides solid waste service to the City. The project will be connected to the City's sewer system. The City has approved development projects involving potential increased demands on the City's waste water treatment plant, recognizing the potential limits on sewer availability. A recent expansion of the sewer plant capacity from 1.72 to 2.78 MGD (million gallons per day), provides adequate sewer capacity for the proposed project. However, specific approval to connect to the sewer system must be obtained from the City at the time of building permit issuance. The project will be required to provide for on-site storm water detention pursuant to the City's standard conditions of approval.

**Conclusion:**

No significant impact on utilities is anticipated with this project. No mitigation measures would be required for the utility services section.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>16. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife species population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?				X
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, and the effects of probable future projects)			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

**Discussion of Checklist Answers**

a-c. As discussed in sections 1 through 15 above, the project, as mitigated, will not impact habitat of a fish, wildlife or plant species, nor will it create substantial adverse impacts on human beings. The project is consistent with the City's General Plan and, as mitigated, it is not expected to create significant impacts on the environment. No short-term impacts were noted that could lead to potential long-term impacts. Since the project is consistent with the General Plan the project can rely on established impact fees to address any potential cumulative impacts created by this development.

**Conclusion:** No significant impacts associated with cumulative impacts have been identified with this project and other projects in the immediate area. No mitigation measures would be required for this section.

**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 (530) 274-4330.

- City of Grass Valley 2020 General Plan and General Plan EIR
- Background Report, City of Grass Valley General Plan Update, November 1998
- Soil Survey of Nevada County, United States Department of Agriculture, Soil Conservation Service,
- Traffic Impact Analysis Report, prepared by Kimley-Horn and Associates, Inc. dated November 20, 2006
- Addendum to Traffic Impact Analysis Report, prepared by Kimley-Horn and Associates, Inc. dated March 8, 2007

**ATTACHMENTS:**

1. Vicinity/Location Map
2. Project Plans