

**CITY OF GRASS VALLEY  
SOUTHERN SPHERE OF INFLUENCE  
PLANNING AND ANNEXATION PROJECT  
FINAL ENVIRONMENTAL IMPACT REPORT**

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*Prepared by:*

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*Prepared with Assistance from:*



2729 PROSPECT PARK DRIVE, SUITE 220  
RANCHO CORDOVA, CA 95670

**JANUARY 2014**



**SOUTHERN SPHERE OF INFLUENCE PLANNING AND  
ANNEXATION PROJECT**  
FINAL ENVIRONMENTAL IMPACT REPORT

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SCH No. 2013052057

*Prepared by:*  
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125 EAST MAIN STREET  
GRASS VALLEY, CA 95945

*With Assistance from:*  
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2729 PROSPECT PARK DRIVE, SUITE 220  
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**JANUARY 2014**





**1.0 INTRODUCTION**

1.1	Purpose and Background.....	1.0-1
1.2	Project Under Review .....	1.0-1
1.3	Type of Document .....	1.0-2
1.4	Organization of This Document .....	1.0-2
1.5	Public Participation and Review Process .....	1.0-3

**2.0 ERRATA**

2.1	Introduction .....	2.0-1
2.2	Changes and Edits to the Draft EIR.....	2.0-1

**3.0 LIST OF AGENCIES AND PERSONS COMMENTING**

3.1	List of Commenters .....	3.0-1
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**4.0 COMMENTS AND RESPONSES**

4.1	Comments and Responses .....	4.0-1
-----	------------------------------	-------

**LIST OF REVISED TABLES**

Table 3.13-2	Existing (2013) Roadway Segment Levels of Service.....	2.0-3
Table 3.1213-4	Roadway Segment Daily Service Volume Criteria by Average Daily Traffic (ADT) .....	2.0-3
Table 3.13-7	Roadway Segment Levels of Service .....	2.0-4
Table 3.13-9	Cumulative (2035) Roadway Segment Levels of Service .....	2.0-4
Table 3.13-12	Cumulative (2035) and Cumulative (2035) plus Proposed Project Roadway Segment Levels of Service.....	2.0-5



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# **1.0 INTRODUCTION**

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### 1.1 PURPOSE AND BACKGROUND

This document contains public comments received on the Draft Environmental Impact Report (Draft EIR; SCH# 2013052057) for the Southern Sphere of Influence Planning and Annexation Project (project). Written comments were received by the City of Grass Valley during the public comment period from October 24, 2013, through December 9, 2013. Additional comments on the Draft EIR were taken at the City of Grass Valley Planning Commission meeting on November 19, 2013. This Final EIR includes written responses to environmental issues raised in comments on the Draft EIR. The responses in the Final EIR clarify, correct, and amplify text in the Draft EIR, as appropriate. Also included are text changes made at the initiative of the lead Agency (City of Grass Valley). These changes do not alter the conclusions of the Draft EIR. This document has been prepared in accordance with the California Environmental Quality Act (CEQA; Public Resources Code Sections 21000–21177).

In accordance with CEQA regulations, the City released a Notice of Preparation (NOP) on May 17, 2013, with a comment period from May 21, 2013, to June 20, 2013. The NOP was circulated to the public, local, state and federal agencies, and other interested parties to solicit comments on the proposed scope of the EIR. The purpose of the NOP was to provide notification that an EIR for the project was being prepared and to solicit guidance on the scope and content of the document. The only comment received in response to the NOP was the standard letter of receipt from the State Clearinghouse. A copy of the NOP is included in Appendix 1.0-1 of the Draft EIR in accordance with CEQA.

The Draft EIR was circulated for public review and comment for a period of 45 days from October 24, 2013, through December 9, 2013. A Planning Commission hearing on the Draft EIR was held for this project on November 19, 2013. In addition, two scoping meetings were held on June 6, 2013 during the Notice of Preparation (NOP) comment period.

### 1.2 PROJECT UNDER REVIEW

The project analyzed in Draft EIR consists of the annexation of approximately 120 acres, a General Plan Amendment to change existing land use designations on approximately 416 acres, and rezoning of approximately 416 acres. Rezoning is a required part of the annexation process. Most of the parcels located within the project area already contain some development, but some could potentially accommodate additional developed uses. The project does not proposed any development, but it is recognized that annexation and the change in land use designations and zoning districts could potentially allow for future development that could not occur based on existing zoning.

The following objectives have been identified for the proposed project:

1. Address the lack of industrial zoned land in the City and county. This will provide opportunities to accommodate growth in the “primary jobs” sector (industrial/manufacturing sector jobs).
2. Address an urban rather than rural land use development form to the south of the City. This allows the City to cluster the existing rural residential designated lands and increase residential densities to allow for an urban form and sustainable development pattern, which will lead to more efficient use of land and cost-effective infrastructure.
3. To protect existing industrial uses from incompatible land uses. Place compatible land uses and buffers next to existing industry.

## **1.0 INTRODUCTION**

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4. Preserve the hillsides and habitat corridors in open space and incorporate into the overall land use plan.
5. Address the City's retail leakage by providing opportunities for residents to shop local and meet their entire range of retail needs.
6. Create opportunities to provide for a full range of jobs to meet the existing and long-term needs of the community.
7. Annex the 120 acres to better position the City to seek infrastructure grants for the extension of the sewer collection system and assist with road improvements, which are tied to job creation.

### **1.3 TYPE OF DOCUMENT**

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a program EIR pursuant to CEQA Guidelines Section 15168.

A program EIR is an EIR that may be prepared on a series of actions that can be characterized as one large project and are related in one of the following ways:

- 1) Geographically
- 2) As logical parts in the chain of contemplated actions
- 3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program
- 4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways

A program EIR enables the lead agency to consider broad environmental implications of development on a conceptual basis, recognizing that a series of actions will occur prior to development. Because they are prepared relatively early on, program EIRs allow greater flexibility in dealing with overall development options, basic environmental issues, and cumulative impacts.

Subsequent activities in the program must be examined in the light of the program EIR to determine whether additional environmental documentation must be prepared. The program EIR identifies and mitigates the effects of the overall program of development, and the lead agency incorporates feasible mitigation measures and alternatives developed in the program EIR into subsequent actions to implement the project. Because the project does not propose any development activities, the program EIR analysis is based on broad development assumptions. Subsequent environmental analysis and/or other types of studies may be needed for future development within the project area.

### **1.4 ORGANIZATION OF THIS DOCUMENT**

For this Final EIR, comments and responses are grouped by comment letter. As the subject matter of one topic may overlap between letters, the reader must occasionally refer to one or more responses to review all the information on a given subject. To assist the reader, cross-

references between responses to comments may be provided if relevant. The comments and responses that make up the Final EIR, in conjunction with the Draft EIR, as amended by the text changes, constitute the EIR that will be considered for certification by the City of Grass Valley.

The Final EIR is organized as follows:

**Section 1 – Introduction:** This section includes a summary of the project description and the process and requirements of a Final EIR.

**Section 2 – Errata:** This section lists the text changes to the Draft EIR.

**Section 3 – List of Agencies and Persons Commenting:** This section contains a list of all of the agencies or persons who submitted comments on the Draft EIR during the public review period.

**Section 4 – Comments and Responses:** This section contains the comment letters received on the Draft EIR and the corresponding response to each comment. Each letter and each comment in a letter has been given a number. Responses are provided after the letter in the order in which the comments appear. Where appropriate, responses are cross-referenced between letters. The responses following each comment letter are intended to supplement, clarify, or amend information provided in the Draft EIR or refer the commenter to the appropriate place in the document where the requested information can be found. Those comments not directly related to environmental issues may be discussed or noted for the record.

## **1.5 PUBLIC PARTICIPATION AND REVIEW PROCESS**

The City of Grass Valley notified all responsible and trustee agencies and interested groups, organizations, and individuals that the Draft EIR on the proposed project was available for review. The following list of actions took place during the preparation, distribution, and review of the Draft EIR:

### **NOTICE OF PREPARATION AND INITIAL STUDY**

In accordance with Section 15082 of the CEQA Guidelines, the City prepared a Notice of Preparation of an EIR for the project on May 17, 2013. This notice was circulated to the public, local, state, and federal agencies, and other interested parties to solicit comments on the Project. The NOP is presented in Appendix 1.0-1 of the Draft EIR.

### **DRAFT EIR PUBLIC NOTICE/PUBLIC REVIEW**

The Draft EIR was circulated for public review and comment for a period of 45 days from October 24, 2013, through December 9, 2013. A Planning Commission public hearing was held on the Draft EIR for this project on November 19, 2013.

Copies of the Draft EIR were available for review at the following locations:

- The City of Grass Valley City Hall, Planning Division, 125 East Main Street, Grass Valley;
- Grass Valley Library, 207 Mill Street, Grass Valley;
- Madelyn Helling Library, 980 Helling Way, Nevada City
- The City's web site at [www.cityofgrassvalley.com/](http://www.cityofgrassvalley.com/).





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## **2.0 ERRATA**

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## **2.1 INTRODUCTION**

This chapter presents minor corrections and revisions made to the Draft EIR initiated by the public, the lead agency, and/or consultants based on their ongoing review. Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, and do not alter the conclusions of the environmental analysis. New text is indicated in underline, and text to be deleted is reflected by a strikethrough unless otherwise noted in the introduction preceding the text change. Text changes are presented in the page order in which they appear in the Draft EIR.

## **2.2 CHANGES AND EDITS TO THE DRAFT EIR**

### **1.0 INTRODUCTION**

No changes were made to this section.

### **2.0 PROJECT DESCRIPTION**

The text on page 2.0-23 of the Draft EIR has been revised as follows:

- As there are only nine vacant parcels located in the project annexation area, most of the parcels are currently occupied with existing development.

### **3.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED**

No changes were made to this section.

#### **3.1 AESTHETICS**

No changes were made to this section.

#### **3.2 AIR QUALITY**

The text on page 3.2-22 of the Draft EIR has been revised as follows:

- There are no major sources of odors ~~were~~ identified in the vicinity of the project area that could potentially affect proposed on-site land uses, with the possible exception of a landscape materials retailer.

#### **3.3 BIOLOGICAL RESOURCES**

No changes were made to this section.

#### **3.4 CLIMATE CHANGE AND GREENHOUSE GASES**

No changes were made to this section.

#### **3.5 CULTURAL AND PALEONTOLOGICAL RESOURCES**

No changes were made to this section.

## 2.0 ERRATA

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### 3.6 GEOLOGY, SOILS, AND MINERAL RESOURCES

No changes were made to this section.

### 3.7 HAZARDS AND HAZARDOUS MATERIALS

No changes were made to this section.

### 3.8 HYDROLOGY AND WATER QUALITY

The text on page 3.8-16 of the Draft EIR has been revised as follows:

- The City currently requires the following stormwater system management practices to be implemented for new development in the City:
  - Biofiltration through the use of vegetation.
  - Permanent erosion control features at discharge points and drainage courses.
  - On-site detention via ponds, vegetative swales, underground culverts.
  - Treatment of runoff for all projects via oil/water separators.

### 3.9 NOISE

No changes were made to this section.

### 3.10 LAND USE, AGRICULTURAL AND FOREST RESOURCES

No changes were made to this section.

### 3.11 PUBLIC SERVICES

The text on page 3.11-10 of the Draft EIR has been revised as follows:

- ~~Brighton Street~~Minnie Park (Minnie Street, a neighborhood park, 2.0 acres) provides a children's playground, barbecue areas, and picnic areas.

And:

- Martino Park (a community park, 12.5 acres in size) provides sports facilities including tennis and basketball courts, multiple sports fields, skate parks, and children's play areas.

### 3.12 PUBLIC UTILITIES

No changes were made to this section.

### 3.13 TRANSPORTATION AND CIRCULATION

As discussed later in this Final EIR, Comment C-1 resulted in some minor changes regarding the designation of State Route 49 as a freeway. In response to this comment, the designation of a

segment of State Route 49 has been revised to rural or two-lane highway, which resulted in the need to modify several tables in Section 3.13. Those tables, Tables 3.13-2, 3.12-4 (revised to 3.13-4), 3.13-7, 3.13-9, and 3.13-12, are provided below. These revisions are considered minor, and do not affect the conclusions of the EIR.

Table 3.13-2 on page 3.13-7 has been revised as follows:

**TABLE 3.13-2  
EXISTING (2013) ROADWAY SEGMENT LEVELS OF SERVICE**

#	Location	Roadway Type	# Lanes	Daily Volume	LOS
1	SR 49 between McKnight Way and Crestview Dr	Two Lane Highway <sup>±</sup>	2	21,690	A <sup>E</sup>
2	SR 49 south of Crestview Dr	Two Lane Highway <sup>±</sup>	2	21,690	A <sup>E</sup>
3	La Barr Meadows Rd south of McKnight Way	Arterial	2	9,260	A
4	La Barr Meadows Rd south of project	Arterial	2	7,200	A

Source: Kimley Horn 2013

Note: <sup>±</sup>Considered as "Interstate & Freeway" classification

The title of and content of Table 3.12-4 on page 3.13-14 have been revised as follows:

**TABLE 3.1213-4  
ROADWAY SEGMENT DAILY SERVICE VOLUME CRITERIA BY AVERAGE DAILY TRAFFIC (ADT)**

Functional Classification	# Lanes	LOS A	LOS B	LOS C	LOS D	LOS E
Two Lane Highway <sup>1</sup>	2	-	3,700	7,900	14,600	27,600
Interstate & Freeway Four Lane Multilane Highway <sup>1</sup>	2	29,700	34,650	39,600	44,550	49,500
	4	59,400	69,300	79,200	89,100	99,000
	6	89,100	103,950	118,800	133,650	148,500
Arterial <sup>2</sup>	2	9,300	10,850	12,400	13,950	15,500
	4	18,600	21,700	24,800	27,900	31,000
	6	27,900	32,550	37,200	41,850	46,500
Collector <sup>2</sup>	2	6,600	7,700	8,800	9,900	11,000

Source:-1 Per Highway Capacity Manual 2010, Rolling Terrain, K=0.90, D=0.60

2 City of Grass Valley 1999, Table 4-23.9-2

- LOS is not achievable due to type of capacity

Note: Two-lane freeway level of service volumes are estimated based on the values for four-lane and six-lane facilities.

## 2.0 ERRATA

Table 3.13-7 on page 3.13-26 has been revised as follows:

**TABLE 3.13-7**  
**ROADWAY SEGMENT LEVELS OF SERVICE**

#	Location	Analysis Scenario <sup>+</sup>	Roadway Type	# Lanes	Daily Volume	LOS
1	SR 49 between McKnight Way and Crestview Dr	Ex	<u>Two Lane Highway<sup>±</sup></u>	2	21,690	<u>A<sub>E</sub></u>
		Ex + PP (1)			24,970	<u>A<sub>E</sub></u>
		Ex + PP (2)	<u>Four Lane Multilane Highway</u>	<u>4</u>	32,950	<u>B<sub>C</sub></u>
2	SR 49 south of Crestview Dr	Ex	<u>Two Lane Highway<sup>±</sup></u>	2	21,690	<u>A<sub>E</sub></u>
		Ex + PP (1)			24,970	<u>A<sub>E</sub></u>
		Ex + PP (2)	<u>Four Lane Multilane Highway</u>	<u>4</u>	30,790	<u>B<sub>C</sub></u>
3	La Barr Meadows Rd south of McKnight Way	Ex	Arterial	2	9,260	A
		Ex + PP (1)			<b>20,740</b>	<b>F</b>
		Ex + PP (2)			<b>14,030</b>	<b>E</b>
4	La Barr Meadows Rd south of project	Ex	Arterial	2	7,200	A
		Ex + PP (1)			9,390	B
		Ex + PP (2)			7,740	A

Source: Kimley Horn 2013

<sup>+</sup> Ex = Existing (2013), Ex + PP (1) = Existing (2013) plus Proposed Project (Scenario 1, east only), EX + PP (2) = Existing (2013) plus Proposed Project (Scenario 2, east and west)

<sup>±</sup> Considered as "Interstate & Freeway" classification

**Bold = Substandard per City**

Shaded cells indicate significant impact as defined by City

Table 3.13-9 on page 3.13-29 has been revised as follows:

**TABLE 3.13-9**  
**CUMULATIVE (2035) ROADWAY SEGMENT LEVELS OF SERVICE**

#	Location	Roadway Type	# Lanes	Daily Volume	LOS
1	SR 49 between McKnight Way and Crestview Dr	<u>Two Lane Highway<sup>±</sup></u>	2	24,170	<u>A<sub>E</sub></u>
2	SR 49 south of Crestview Dr	<u>Two Lane Highway<sup>±</sup></u>	2	24,170	<u>A<sub>E</sub></u>
3	La Barr Meadows Rd south of McKnight Way	Arterial	2	11,800	C
4	La Barr Meadows Rd south of project	Arterial	2	8,295	A

Source: Kimley Horn 2013

<sup>±</sup> Considered as "Interstate & Freeway" classification

**Bold = Substandard per City**

Table 3.13-12 on page 3.13-34 has been revised as follows:

**TABLE 3.13-12**  
**CUMULATIVE (2035) AND CUMULATIVE (2035) PLUS**  
**PROPOSED PROJECT ROADWAY SEGMENT LEVELS OF SERVICE**

#	Location	Analysis Scenario <sup>+</sup>	Roadway Type	# Lanes	Daily Volume	LOS
1	SR 49 between McKnight Way and Crestview Dr	Cum	<u>Two Lane Highway*</u>	2	24,170	<u><del>A</del>E</u>
		Cum + PP	<u>Four Lane Multilane Highway</u>	<u>4</u>	33,290	<u><del>B</del>C</u>
2	SR 49 south of Crestview Dr	Cum	<u>Two Lane Highway*</u>	2	24,170	<u><del>A</del>E</u>
		Cum + PP	<u>Four Lane Multilane Highway</u>	<u>4</u>	31,630	<u><del>B</del>C</u>
3	La Barr Meadows Rd south of McKnight Way	Cum	Arterial	2	11,800	C
		Cum + PP			<b>15,390</b>	<b>E</b>
4	La Barr Meadows Rd south of project	Cum	Arterial	2	8,295	A
		Cum+PP			8,685	A

Source: Kimley Horn 2013

<sup>+</sup> Cum = Cumulative (2035), Cum + PP = Cumulative (2035) plus Proposed Project

\* Considered as "Interstate & Freeway" classification.

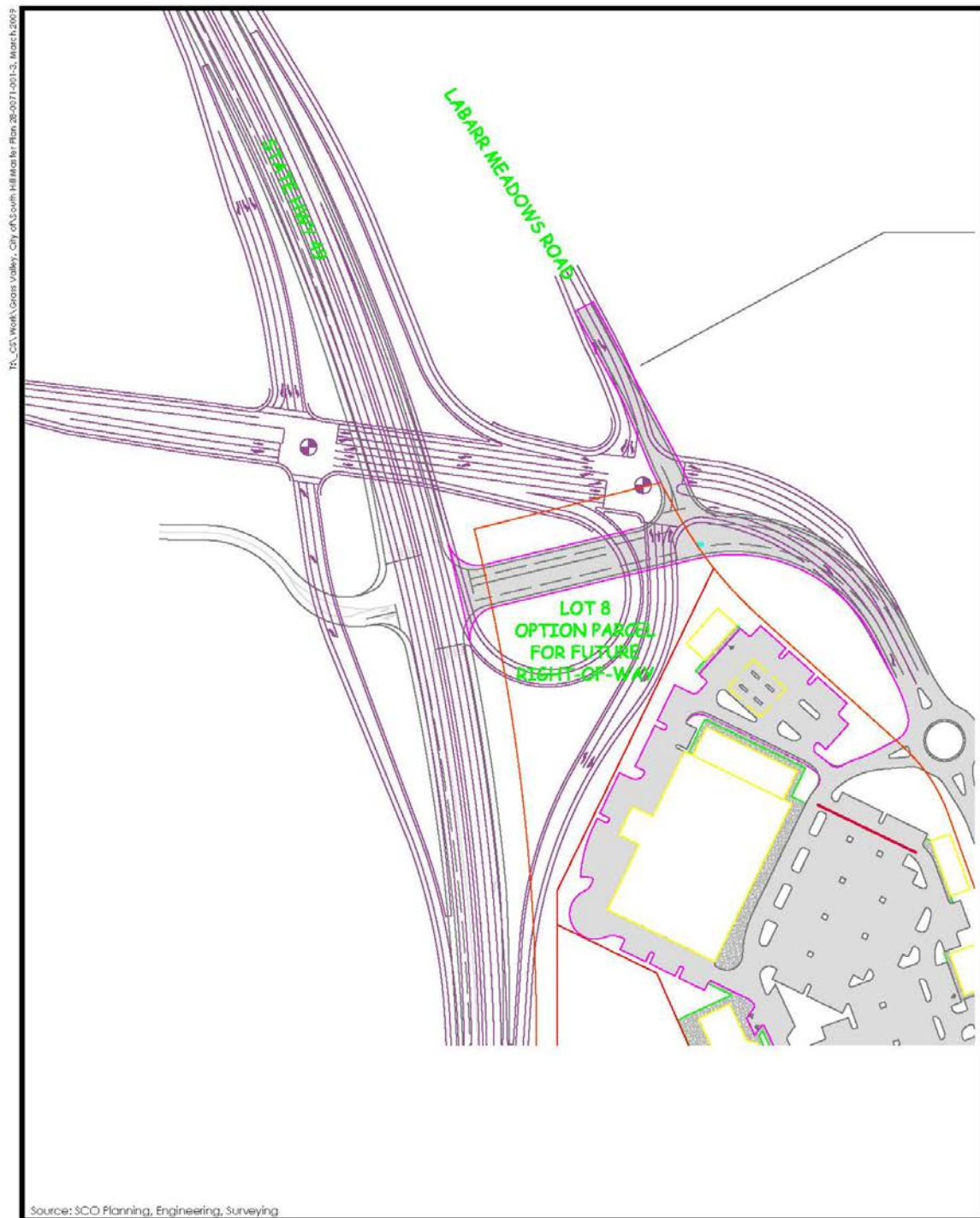
**Bold = Substandard per City**

Shaded cells indicate significant impact as defined by City

In addition, the Traffic Impact Analysis found in Appendix 3.13-1 of the Draft EIR was revised to reflect this change. This appendix has been revised to reflect this change and is included as Appendix A in this Final EIR.

## 2.0 ERRATA

Figure 3.13-8, referenced on page 3.13-35, was inadvertently not included in the Draft EIR, so is now incorporated here:



Not to Scale



**Figure 3.0-7**  
Conceptual Future Interchange





**4.0 PROJECT ALTERNATIVES**

No changes were made to this section.

**5.0 OTHER CEQA REQUIREMENTS**

No changes were made to this section.

**6.0 REPORT PREPARERS**

No changes were made to this section.



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## **3.0 LIST OF AGENCIES AND PERSONS COMMENTING**

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### 3.0 LIST OF AGENCIES AND PERSONS COMMENTING

#### 3.1 LIST OF COMMENTERS

The following individuals and representatives of organizations and agencies submitted comments on the Draft EIR:

Letter	Individual or Signatory	Affiliation	Date
A	Rob Wood	Native American Heritage Commission	December 3, 2013
B	Trevor Cleak	Central Valley Regional Water Quality Control Board	December 3, 2013
C	David R. Van Dyken	California Department of Transportation, District 3	December 9, 2013
D	Scott Morgan	Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	December 9, 2013
E	Scott Morgan	Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	December 10, 2013
1	Planning Commission Meeting Minutes, November 19, 2013		
	Orson Hansen	Business owner	November 19, 2013
	Jon Blinder	Business owner	November 19, 2013
	Daniel Swartzendruber	Planning Commissioner, City of Grass Valley	November 19, 2013



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## **4.0 COMMENTS AND RESPONSES**

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### 4.1 COMMENTS AND RESPONSES

#### REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

CEQA Guidelines Section 15088 requires the lead agency to evaluate all comments on environmental issues received on the Draft Environmental Impact Report (EIR) and prepare a written response. The written response must address the significant environmental issue raised and must provide a detailed response, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, the written response must be a good faith and reasoned analysis. However, lead agencies need only to respond to significant environmental issues associated with the project and do not need to provide all the information requested by comment, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines Section 15204).

CEQA Guidelines Section 15204 recommends that commenters provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. CEQA Guidelines Section 15204 also notes that commenters should provide an explanation and evidence supporting their comments. Pursuant to CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

CEQA Guidelines Section 15088 also recommends that where the response to comments results in revisions to the Draft EIR, those revisions be noted as a revision to the Draft EIR or in a separate section of the Final EIR.

#### COMMENTS RECEIVED AT THE HEARING FOR THE DRAFT EIR

The City of Grass Valley Planning Commission held a public hearing on the Draft EIR for the project on November 19, 2013. Oral comments on the project were related to questions on the traffic analysis and noise. Each of these topics has been included in written comments on the Draft EIR; therefore, those topics are addressed in the responses to comments below.

#### RESPONSES TO COMMENT LETTERS

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments. To assist in referencing comments and responses, the following coding system is used:

Public agency comment letters are coded by letters and each issue raised in the comment letter is assigned a number (e.g., Comment Letter A, comment 1: A-1).

No comment letters were received from individuals. However, public comments were made at the Planning Commission hearing, and their comments, as recorded in the Planning Commission meeting minutes, are coded by a number, and each issue raised in by each commenter is assigned a number (e.g., Letter 1, comment 1: 1-1).

Where changes to the Draft EIR text result from responding to comments, those changes are included in the response and demarcated with revision marks (underline for new text, ~~strikeout~~ for deleted text). Comment-initiated text revisions to the Draft EIR and minor staff-initiated changes are also provided and are demarcated with revision marks in Section 3.0, Errata, of this Final EIR.

## Letter A

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

**NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Blvd., Suite 100  
West SACRAMENTO, CA 95691  
(916) 373-3710  
Fax (916) 373-5471



December 3, 2013

**GRASS VALLEY**

DEC 9 2013

Community Dev. Dept.

Thomas Last  
City of Grass Valley  
125 East Main Street  
Grass Valley, CA 95945

RE: SCH #2013052057: Southern Sphere of Influence Planning and Annexation  
Project Draft EIR and General Plan Amendment, City of Grass Valley, Nevada County

Dear Mr. Last:

Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places in creating or amending general plans. The above referenced document contains no information regarding Native American consultation pursuant to Government Code §65352.3. Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced general plan amendment.

As a part of consultation, the NAHC recommends that local governments conduct record searches through the NAHC and California Historic Resources Information System (CHRIS) to determine if any cultural places are located within the area(s) affected by the proposed action. NAHC Sacred Lands File requests must be made in writing. All requests must include: county, USGS quad map name, township, range and section. Local governments should be aware, however, that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a cultural place.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information. If you have any questions, please contact me at my email address: [rw\\_nahc@pacbell.net](mailto:rw_nahc@pacbell.net).

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Wood".

Rob Wood  
Associate Government Program Analyst

CC: State Clearinghouse

A-1

## Letter A Continued

### TRIBAL CONSULTATION LIST

Nevada County  
December 3, 2013

United Auburn Indian Community of the Auburn Rancheria  
Gene Whitehouse, Chairperson  
10720 Indian Hill Road      Maidu  
Auburn, CA 95603      Miwok  
530-883-2390

T' si-Akim Maidu  
Eileen Moon, Vice Chairperson  
PO Box 1246      Maidu  
Grass Valley, CA 95945  
530-274-7497

T' si-Akim Maidu  
Grayson Coney, Cultural Director  
P.O. Box 1316      Maidu  
Colfax, CA 95713  
akimmaidu@att.net  
(530) 383-7234

T' si-Akim Maidu  
Don Ryberg, Chairperson  
1239 East Main St.      Maidu  
Grass Valley, CA 95945  
530-274-7497

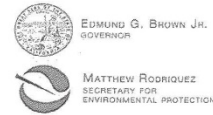
### Letter A – Rob Wood, Native American Heritage Commission (NAHC)

**Response A-1:** The comment states that the Draft EIR does not contain any information regarding consultation with Native American tribes pursuant to Government Code Section 65352.3. The comment also provides some information about the requirements of consultation and includes a list of tribe representatives to contact for consultation.

The commenter is referred to page 3.5-4 of the Draft EIR, which provides information regarding the Native American consultation that the City of Grass Valley conducted in June and July 2013. As stated on page 3.5-4, the City met with representatives of the United Auburn Indian Community of the Auburn Rancheria on July 10, 2013. That meeting did not result in any comments or concerns regarding sensitive Native American resources that could be affected by the proposed project.

The City sent letters requesting Native American consultation to several representatives on June 21, 2013. Those letters were not included in the Draft EIR, but have been included here in Appendix B. The City did not receive any comments from any of the other Native American communities contacted.

## Letter B

EDMUND G. BROWN JR.  
GOVERNORMATTHEW RODRIGUEZ  
SECRETARY FOR  
ENVIRONMENTAL PROTECTION

### Central Valley Regional Water Quality Control Board

3 December 2013

Thomas Last  
City of Grass Valley  
125 East Main Street  
Grass Valley, CA 95945

CERTIFIED MAIL  
7012 2210 0002 1419 6103

#### COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, SOUTHERN SPHERE OF INFLUENCE PLANNING AND ANNEXATION PROJECT, SCH NO. 2013052057, NEVADA COUNTY

Pursuant to the State Clearinghouse's 24 October 2013 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environmental Impact Report* for the Southern Sphere of Influence Planning and Annexation Project, located in Nevada County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

#### Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

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**B-1**

**GRASS VALLEY**

**DEC 4 2013**

KARL E. LONGLEY ScD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | [www.waterboards.ca.gov/centralvalley](http://www.waterboards.ca.gov/centralvalley)

Community Dev. Dept.



## Letter B Continued

Southern Sphere of Influence Planning and  
Annexation Project  
Nevada County

- 2 -

3 December 2013

### **Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

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If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

---

<sup>1</sup> Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

**B-1  
cont.**

## Letter B Continued

Southern Sphere of Influence Planning and  
Annexation Project  
Nevada County

- 3 -

3 December 2013

### Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.


### Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

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If you have questions regarding these comments, please contact me at (916) 464-4684 or [tcleak@waterboards.ca.gov](mailto:tcleak@waterboards.ca.gov).

  
for Trevor Cleak  
Environmental Scientist

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

**B-1  
cont.**

## **4.0 COMMENTS AND RESPONSES**

---

### **Letter B – Trevor Cleak, Central Valley Regional Water Quality Control Board (CVRWQCB)**

**Response B-1:** The comment includes a list of the CVRWQCB's standard requirements, processes, and permit requirements for site-specific development projects. Since this project would result in a General Plan amendment, rezoning, and annexation, and no development is proposed, the listed requirements do not apply to this action. However, all future development and site-specific projects within the project area will be required to comply with the most current CVRWQCB standards and permits in place at time of development. The comment does not address any specific issues with the analysis or conclusions in the Draft EIR.



# Letter C

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 3  
703 B STREET  
MARYSVILLE, CA 95901  
PHONE (530) 741-5452  
FAX (530) 741-5346  
TTY 711



*Flex your power!  
Be energy efficient!*

December 9, 2013

FMP # 032013-NEV-0061  
03-NEV-049/PM 12.196 – R16.659  
SCH# 2013052057

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

**Southern Sphere of Influence Planning and Annexation Project**

Dear Mr. Last:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Southern Sphere of Influence Planning and Annexation project. This project seeks to amend the General Plan land use designation and pre-zone approximately 416 acres. This will also allow for the annexation of approximately 120 acres, but does not include a development proposal as part of the project. The project area encompasses both sides of State Route (SR) SR 49 between Gregory Way and McKnight Way just south of Grass Valley. The following comments are based on the Draft Environmental Impact Report (DEIR).

***Transportation & Circulation***

Table 3.12-4 on Page 3.13-14 provides the “Roadway Segment Daily Service Volume Criteria.” The data provided for SR 49 within and around the project area appears unrealistic. The notation at the bottom of Table 3.12-4 states that “two-lane freeway level of service (LOS) volumes are estimated based on four-lane and six-lane freeways.” The freeway functional classification requires a minimum of four lanes and the lack of passing ability greatly reduces the capacity of a two-lane highway. The practical capacity of the existing highway just south of Grass Valley is less than 30,000 ADT. We recommend creating a “two-lane highway” category and recommend eliminating the “two-lane freeway” values from Table 3.12-4 shown on Page 3.13-14.

In Table 3.13-2, the existing LOS for SR 49 is listed as LOS A. Please note that 2012 Traffic Volume Book indicates the daily volume was 24,600 rather than 21,690 as indicated in the table. Please ensure this segment of SR 49 is described as LOS E rather than LOS A as this segment operates at or very near capacity at peak times. Widening this segment of highway is collectively a top priority in Nevada County.

On Page 3.13-24 in Table 3.13-11, the future LOS of the proposed Crestview Drive at SR 49 signalized intersection is noted as LOS D. Review of the analyses indicates the northbound through traffic on the highway at Crestview Drive and SR 49 signalized intersection will actually operate at

C-1

*“Caltrans improves mobility across California”*

## Letter C Continued

Mr. Tom Last/City of Grass Valley  
December 9, 2013  
Page 2

LOS E, an unacceptable level of service. The overall LOS should be LOS C or better and the through movements on the highway should be LOS D or better.

Prior to conceptual approval for a signalized intersection at Crestview Drive and SR 49, a study to compare other intersection alternatives (including a roundabout) will be required. If an at-grade intersection will not operate acceptably at this location, construction of an interchange may be required.

Further, it should be understood that construction of a signalized intersection near Crestview Drive would require SR 49 be widened to four lanes from the end of the existing freeway section to and through the new signalized intersection. If the traffic analyses for the new signalized intersection indicate there may be significant impacts to SR 49 south of the new access and highway widening is not scheduled to occur within a reasonable timeframe, construction of the new signalized intersection may not be allowed.

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Shannon Culbertson, Intergovernmental Review Coordinator for Nevada County at (530) 741-5435 or by email to [shannon.culbertson@dot.ca.gov](mailto:shannon.culbertson@dot.ca.gov).

Sincerely,



DAVID R. VAN DYKEN, Chief  
Office of Transportation Planning – North

c: Scott Morgan, State Clearinghouse

C-1  
cont.

*"Caltrans improves mobility across California"*

**Letter C – David R. Van Dyken, Caltrans, District 3**

**Response C-1:** The commenter notes that the designation of highway or freeway for State Route 49 materially affects the level of service determination resulting from the proposed project. The commenter also notes that the designation of SR 49 as a freeway in Table 3.12-4 of the Draft EIR is incorrect as the roadway is a highway in its current configuration. The City understands and agrees that the current configuration of SR 49 is that of a rural highway and not a freeway and will provide the additional information requested by the commenter in Table 3.12-4 of the Draft EIR.

The City's General Plan contains a number of policies that would require improvements to SR 49 as part of any future development approval. These include:

**7-CI** Continue to update the Capital Improvement Program to implement policy which strives to maintain LOS "D" at all locations during the weekday P.M. peak hour. Define "normally accepted maximum" improvements that are consistent with the character and terrain of Grass Valley. If forecast traffic volumes cannot maintain LOS "D", the City Council may consider additional "extraordinary" improvements. The City Council may determine, on a case by case basis, that "extraordinary" improvements are not feasible or desirable and may relax the LOS "D" standard for a particular intersection or roadway segment. In considering exceptions to the LOS "D" standard, the City shall consider the following factors:

- The number of hours per day that the intersection or roadway segment would operate at conditions worse the LOS "D".
- The ability of the improvement to reduce peak hour delay and improve traffic operations.
- The impact on accessibility to surrounding properties.
- The right-of-way needs and the physical impact on surrounding properties.
- The visual aesthetics of the required improvements and its impact on community identity and character.
- Environmental impacts including air quality and noise impacts.
- Construction and right-of-way acquisition costs.
- Impacts on pedestrian and bicycle accessibility and safety.
- The impacts of the required construction phasing and traffic maintenance.

In no case should the City plan for worse then LOS "E" at any intersection or roadway segment during the afternoon peak hour.

## 4.0 COMMENTS AND RESPONSES

---

**15-CI** Ensure adequate funding to meet established Level of Service policies. Continue to implement and update traffic impact fees on new development and to obtain gas tax and other revenues to fund the Capital Improvement Program. Explore funding for transit and for non-motorized circulation improvements, to be identified in the Trails-Sidewalks-Bikeways Master Plan. Consider alternative funding sources, such as establishment of assessment district(s). Work with regional planning agencies to explore funding opportunities for all components of its transportation system that are required to meet Level of Service standards.

**16-CI** Monitor the status of regional planning efforts and Caltrans design work in order to be cognizant of future right of way requirements and local responsibilities. Maintain a current record of Caltrans and Nevada County Transportation Commission activity for major facilities so future right of way needs can be addressed when reviewing development proposals. Consider future Caltrans right of way needs when evaluating development proposals and shall incorporate measures to preserve rights of way into development agreements and conditions of approval.

While no specific development action is proposed as part of this project, the Draft EIR includes mitigation measure MM 3.13.8 that requires the City to establish an alignment and development setback within the proposed project area for the future Crestview Drive interchange. Compliance with General Plan Policies 7-CI and 16-CI will ensure that the additional right-of-way, along SR 49, in addition to the development setback required under mitigation measure MM 3.13, is similarly provided through conditions of approval and/or mitigation as development in the project area is considered by the City. Finally, the City will regularly review funding mechanisms for all transportation improvements, including participation in SR 49 in association with regional transportation planning agencies through compliance with General Plan Policy 15-CI.

As shown in the Draft EIR, there is no existing fully-improved intersection at Crestview Drive and SR 49, and one would only be constructed in conjunction with the planned commercial development on the west side of SR 49. As noted by the commenter, Caltrans may not allow for the construction of the Crestview Drive intersection unless associated SR 49 widening occurs. The City agrees with the comment and understands Caltrans' position on this issue. As noted in the General Plan policies shown above, the City will require the addition of travel lanes on SR 49 from the southern project boundary to McKnight Road concurrent with any project needing the installation of the new intersection. The City also notes that widening of this section of SR 49 is specifically listed in the State Transportation Improvement Project (STIP) adopted by the California Transportation Commission (CTC). When the CTC adds projects from the regional programs into the STIP, a schedule for proposed funding is established and these projects are considered "programmed." A project must be programmed into the STIP to be given funding by the CTC. As a programmed project in the STIP, it is likely that the improvements to SR 49 may occur in advance of future development in the project area.

As noted in Table 3.13-12 of the Draft EIR, with the associated improvements SR 49 south of Crestview Drive operates acceptably at buildout of the proposed project. Per the project description of this EIR and the City's General Plan, construction of the Crestview intersection can only occur in conjunction with improvements along SR 49 that would effectively change the designation of the roadway from highway to freeway through the construction of additional travel lanes to the southern boundary of the project area. The City continues to support the Caltrans and Nevada County Transportation Commission (NCTC) efforts to widen SR 49.

## Letter D



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA

Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

December 9, 2013

**GRASS VALLEY**

**DEC 11 2013**

**Community Dev. Dept.**

Thomas Last  
City of Grass Valley  
125 East Main Street  
Grass Valley, CA 95945

Subject: Southern Sphere of Influence Planning and Annexation Project  
SCH#: 2013052057

Dear Thomas Last:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on December 6, 2013, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

**D-1**

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

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

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

## Letter D Continued

### Document Details Report State Clearinghouse Data Base

<b>SCH#</b>	2013052057		
<b>Project Title</b>	Southern Sphere of Influence Planning and Annexation Project		
<b>Lead Agency</b>	Grass Valley, City of		
<hr/>			
<b>Type</b>	EIR Draft EIR		
<b>Description</b>	The proposed project includes: 1) an amendment to the General Plan land use designation on 423 acres; 2) a prezone of 423 acres of land to various zone districts consistent with the proposed General Plan amendments; and 3) the annexation of approximately 120 acres. No development is proposed as part of this project, and several of the properties involved are either fully developed or capable of additional development.		
<hr/>			
<b>Lead Agency Contact</b>			
<b>Name</b>	Thomas Last		
<b>Agency</b>	City of Grass Valley		
<b>Phone</b>	(530) 274-4711	<b>Fax</b>	
<b>email</b>			
<b>Address</b>	125 East Main Street		
<b>City</b>	Grass Valley	<b>State</b>	CA <b>Zip</b> 95945
<hr/>			
<b>Project Location</b>			
<b>County</b>	Nevada		
<b>City</b>	Grass Valley		
<b>Region</b>			
<b>Lat / Long</b>			
<b>Cross Streets</b>	Both sides of Hwy 49, S. of McKnight Way, along La Barr Meadows Rd		
<b>Parcel No.</b>	57 parcels		
<b>Township</b>	15N	<b>Range</b>	8E <b>Section</b> 1/2 <b>Base</b> MDB&M
<hr/>			
<b>Proximity to:</b>			
<b>Highways</b>	Hwy 49 and 20		
<b>Airports</b>			
<b>Railways</b>			
<b>Waterways</b>	Wolf Creek		
<b>Schools</b>			
<b>Land Use</b>	GPD: multiple zoning districts		
<hr/>			
<b>Project Issues</b>	Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects		
<hr/>			
<b>Reviewing Agencies</b>	Resources Agency; Department of Fish and Wildlife, Region 2; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Management Agency, California; California Highway Patrol; Caltrans, District 3 N; Air Resources Board; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission		
<hr/>			
<b>Date Received</b>	10/23/2013	<b>Start of Review</b>	10/23/2013 <b>End of Review</b> 12/06/2013

## Letter D Continued



EDMUND G. BROWN JR.  
GOVERNOR



MATTHEW RODRIGUEZ  
SECRETARY FOR  
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

3 December 2013

RECEIVED

DEC 04 2013

Thomas Last  
City of Grass Valley  
125 East Main Street  
Grass Valley, CA 95945

STATE CLEARING HOUSE

CERTIFIED MAIL

7012 2210 0002 1419 6103

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12/10/13  
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**COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT  
REPORT, SOUTHERN SPHERE OF INFLUENCE PLANNING AND ANNEXATION PROJECT,  
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KARL E. LONGBLEY ScD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCCE, EXECUTIVE OFFICER  
11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | [www.waterboards.ca.gov/centralvalley](http://www.waterboards.ca.gov/centralvalley)



## Letter D Continued

Southern Sphere of Influence Planning and  
Annexation Project  
Nevada County

- 2 -

3 December 2013

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## Letter D Continued

Southern Sphere of Influence Planning and  
Annexation Project  
Nevada County

- 3 -

3 December 2013

### Clean Water Act Section 401 Permit – Water Quality Certification

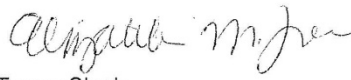
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If you have questions regarding these comments, please contact me at (916) 464-4684 or [tleak@waterboards.ca.gov](mailto:tleak@waterboards.ca.gov).

  
for Trevor Cleak  
Environmental Scientist

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

### **Letter D – Scott Morgan, Governor’s Office of Planning and Research, State Clearinghouse and Planning Unit**

**Response D-1:** The comment is a standard letter from the State Clearinghouse indicating that the public comment period for the Draft EIR has ended. The letter includes letters received from state agencies in response to the Draft EIR. In this case, a duplicate copy of the letter from the CVRWQB (Letter B) was attached. The reader is referred to Response B-1. The comment is noted. No further response is necessary.

## Letter E



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA

Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

CITY OF GRASS VALLEY  
PLANNING DIVISION

DEC 12 2013

December 10, 2013

Thomas Last  
City of Grass Valley  
125 East Main Street  
Grass Valley, CA 95945

Subject: Southern Sphere of Influence Planning and Annexation Project  
SCH#: 2013052057

Dear Thomas Last:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on December 6, 2013. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2013052057) when contacting this office.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

E-1

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

## Letter E Continued

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

## DEPARTMENT OF TRANSPORTATION

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DEC 09 2013

STATE CLEARING HOUSE

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

### Southern Sphere of Influence Planning and Annexation Project

Dear Mr. Last:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Southern Sphere of Influence Planning and Annexation project. This project seeks to amend the General Plan land use designation and pre-zone approximately 416 acres. This will also allow for the annexation of approximately 120 acres, but does not include a development proposal as part of the project. The project area encompasses both sides of State Route (SR) SR 49 between Gregory Way and McKnight Way just south of Grass Valley. The following comments are based on the Draft Environmental Impact Report (DEIR).

#### Transportation & Circulation

Table 3.12-4 on Page 3.13-14 provides the "Roadway Segment Daily Service Volume Criteria." The data provided for SR 49 within and around the project area appears unrealistic. The notation at the bottom of Table 3.12-4 states that "two-lane freeway level of service (LOS) volumes are estimated based on four-lane and six-lane freeways." The freeway functional classification requires a minimum of four lanes and the lack of passing ability greatly reduces the capacity of a two-lane highway. The practical capacity of the existing highway just south of Grass Valley is less than 30,000 ADT. We recommend creating a "two-lane highway" category and recommend eliminating the "two-lane freeway" values from Table 3.12-4 shown on Page 3.13-14.

In Table 3.13-2, the existing LOS for SR 49 is listed as LOS A. Please note that 2012 Traffic Volume Book indicates the daily volume was 24,600 rather than 21,690 as indicated in the table. Please ensure this segment of SR 49 is described as LOS E rather than LOS A as this segment operates at or very near capacity at peak times. Widening this segment of highway is collectively a top priority in Nevada County.

On Page 3.13-24 in Table 3.13-11, the future LOS of the proposed Crestview Drive at SR 49 signalized intersection is noted as LOS D. Review of the analyses indicates the northbound through traffic on the highway at Crestview Drive and SR 49 signalized intersection will actually operate at

*"Caltrans improves mobility across California"*

## Letter E Continued

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Mr. Tom Last/City of Grass Valley  
December 9, 2013  
Page 2

LOS E, an unacceptable level of service. The overall LOS should be LOS C or better and the through movements on the highway should be LOS D or better.

Prior to conceptual approval for a signalized intersection at Crestview Drive and SR 49, a study to compare other intersection alternatives (including a roundabout) will be required. If an at-grade intersection will not operate acceptably at this location, construction of an interchange may be required.

Further, it should be understood that construction of a signalized intersection near Crestview Drive would require SR 49 be widened to four lanes from the end of the existing freeway section to and through the new signalized intersection. If the traffic analyses for the new signalized intersection indicate there may be significant impacts to SR 49 south of the new access and highway widening is not scheduled to occur within a reasonable timeframe, construction of the new signalized intersection may not be allowed.

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Shannon Culbertson, Intergovernmental Review Coordinator for Nevada County at (530) 741-5435 or by email to [shannon.culbertson@dot.ca.gov](mailto:shannon.culbertson@dot.ca.gov).

Sincerely,



DAVID R. VAN DYKEN, Chief  
Office of Transportation Planning – North

c: Scott Morgan, State Clearinghouse

*"Caltrans improves mobility across California"*

### **Letter E Scott Morgan, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit**

**Response E-1:** The comment states that the State Clearinghouse received the attached letter, a duplicate copy of the letter from Caltrans (Letter C) after the close of the public comment period. Responses to Letter C can be found beginning on page 4.0-7. The comment is noted. No further response is necessary.

# Letter 1

Action Minutes for Planning Commission Meeting November 19, 2013

### 1.0 CALL TO ORDER

Chairman Aguilar called the meeting to order at 7:00 p.m.

### 2.0 PLEDGE OF ALLEGIANCE

The pledge of allegiance was led by Commissioner Yolanda Cookson.

### 3.0 ROLL CALL

Chairman Aguilar	present	<u>X</u>
Vice-Chairman Swartzendruber	present	<u>X</u>
Commissioner Bateman	present	<u>X</u>
Commissioner Cookson	present	<u>X</u>
Commissioner Coots	present	<u>X</u>

Members present were Chairman Ben Aguilar, Vice-Chairman Daniel Swartzendruber, Commissioners Dawn Bateman, Yolanda Cookson and Don Coots. Staff present included Community Development Director Thomas Last, Planning Technician Barb Carman, Senior Civil Engineer/Deputy Director Trisha Tillotson and Senior Administrative Clerk Sue Colbert.

### 4.0 APPROVAL OF AGENDA

**Motion by:** Commissioner Coots moved to approve the agenda.

**Second by:** Commissioner Bateman

**Vote:** 5 – 0 for approval.

### 5.0 APPROVAL OF ACTION MINUTES

**Motion by:** Commissioner Bateman moved to approve the action minutes from August 20, 2013

**Second by:** Commissioner Cookson

**Vote:** 5 – 0 for approval.

### 6.0 PUBLIC COMMENT - There is a time limitation of five minutes per person.

Chairman Aguilar opened and closed the public comment at 7:02 p.m.

### 7.0 CONSENT ITEMS - (roll call vote) All matters listed under the consent calendar are to be considered routine by the Planning Commission and will be enacted by one motion in the form listed. There will be no separate discussion of these items unless, before Planning Commission votes on the motion to adopt, members of the Commission, staff or the public request specific items be removed from the consent calendar for separate action.

There were no consent items.

### 8.0 PUBLIC MEETINGS / HEARINGS

#### 8.1 Draft Environmental Impact Report (DEIR) which reviews potential environmental impacts for the General Plan Amendment and Annexation Project (13PLN-08) for the Southern Sphere of Influence. The project area is located on both sides of State Route 49 (SR49) adjacent to the southern city limits of Grass Valley beginning in the vicinity of McKnight Road and extending south along SR49 and



## Letter 1 Continued

Action Minutes for Planning Commission Meeting November 19, 2013

La Barr Meadows Road. The project includes: 1) an amendment to the General Plan land use designations on 416 acres; 2) a prezone of 416 acres of land to various zone districts consistent with the proposed General Plan amendments; and 3) the annexation of approximately 120 acres. No development is proposed as part of the annexation, although several of the properties involved are either fully developed, or capable of additional development.

Chairman Aguilar asked for Item 8.1 at 7:03 p.m.

Thomas Last, Community Development Director presented an overview of the Draft Environmental Impact Report for the General Plan Amendment and Annexation Project in the Southern Sphere of Influence. Mr. Last invited the public to ask questions and comment on the DEIR. A Joint study session with the Council and Planning Commission occurred in May, which included the land use recommendation being reviewed in the DEIR. The General Plan Amendment will change land use on 416 acres; annexation of 120 acres; potential development for up to 534 homes and over one million square feet of non-residential space; 117 acres of open space. This is a program EIR that allows greater flexibility and helps streamline future development. Mitigation measures and alternatives considered in the Program EIR are incorporated into subsequent activities and development projects. There were no public comments submitted during the 30 day NOP public comment period last May. The Draft EIR 45 day public review started October 24<sup>th</sup> and will end December 9<sup>th</sup>. The Final EIR will be produced following the public review and certification will occur in January or February 2014 following the Planning Commission consideration.

PMC (Pacific Municipal Consultants) Ms. Jessica Heuer and Mr. Hindmarsh were available for the DEIR presentation.

Jessica Heuer, PMC Consultant, presented key issues addressed in the Draft Environmental Impact Report. Past and current studies note locations of environmentally sensitive areas; current City documents and policies mitigate many impacts. As noted in the EIR, this project self-mitigates many impacts by providing 117 acres of open space on the environmentally sensitive areas and clustering residential densities to reduce impacts with existing and future industry. Significant and unavoidable impacts were addressed concerning air quality (short-term construction emissions; long-term operational emissions; cumulative long-term operational emissions). The study model assumes maximizing the density and build-out occurring as quickly as possible allowed on all properties. A conservative approach to mitigating the level of service at the McKnight Way and S. Auburn Street intersection would be dependent on several factors including the timing of development and CalTrans.

Thomas Last noted that interim reductions of level of service may occur because of unknowns and other solutions may reduce traffic congestion significantly, but ultimately the traffic impacts will be mitigated.

### Letter 1 Continued

Action Minutes for Planning Commission Meeting November 19, 2013

Jessica Heuer noted that comments on the DEIR should focus on the adequacy of the DEIR; all comments will be addressed in the Final EIR.

#### Questions of Staff

Commissioner Vice-Chairman Swartzendruber asked why the 120 acre area was chosen over others for annexation.

Thomas Last noted this area has been slated for annexation in the near term and most of the areas on the east side of SR49 are located in the long term horizon period of the City's Sphere of Influence. The City wanted to consider the Bear River Mill Site to address some of the future industrial needs of the community where a deficiency of vacant industrial land could be met.

#### Chairman Aguilar opened the public hearing at 7:36 p.m.

Orson Hansen

11727 La Barr Meadows Road, Grass Valley

Mr. Hansen noted concern of the omission of the evening operations activities of Vulcan materials or Hansen Brothers in the DEIR. These facilities generate heavy machinery operating noises and back up alarms. He asked for an explanation regarding the amount of traffic generated. Mr. Hansen also noted concern of the possibility of noise and traffic complaints from residential areas in close proximity to industrial areas.

1-1

1-2

1-3

Jon Blinder representing the Hoppers, Rare Earth business owners

Mr. Blinder complimented the City on the proactive, quick and timely approach with the annexation, specifically with the Community Development Director's efforts. They are looking forward to working with the City on future developments.

1-4

#### Chairman Aguilar closed the public hearing at 7:45 p.m.

Vice Chairman Swartzendruber questioned the reason for modeling the seven year construction phasing mitigation plan beginning in 2014. The Crestview intersection was to be installed as one of the traffic mitigations. He asked if another EIR would be required on future annexation or development in the area; and if special permits would be required for existing businesses with the more intense (evening) uses.

1-5

1-6

1-7

Tom Last noted the conservative estimate is based on previous experience and factors; worse case assumptions were made on the development occurring in the next 7 years. The plan assumes that developers will have to comply with current standards at the time of development. Site specific studies would be required beyond this EIR that would identify hazardous and require site specific analysis. Special permits would not be required for existing businesses.

Ms. Heuer noted that the Crestview intersection is not a mitigation measure, but rather an assumed future project tied to any commercial development on the west side of SR49. This document can be strongly relied upon for any future development.

## Letter 1 Continued

Action Minutes for Planning Commission Meeting November 19, 2013

Tom Last noted the comment period ends December 9<sup>th</sup>. All comments will be reviewed and the Final EIR will be prepared. Edits, clarifications and technical changes may occur after review of the comments. The Planning Commission will make recommendations to council.

In response to noise concerns with existing industry, the project's goal is to provide housing, but buffered by open space between industrial areas. One of the objectives of the project is to recognize existing industry, to allow for expansion, and to remove existing conflicts (between residential and industrial). The City's General Plan and Development Code have provided a good foundation for these changes.

**No action was taken.**

**9.0 NON-PUBLIC HEARING ITEMS - NONE**

**10.0 ITEMS REMOVED FROM CONSENT CALENDAR FOR DISCUSSION OR SEPARATE ACTION - NONE**

**11.0 OTHER BUSINESS**

**11.1 Review of City Council Items**

Thomas Last reported the following:

- City has recruited for City Manager position
- Finance Director recruitment opened

**11.2 Future Meetings, Hearings and Study Sessions**

Thomas Last reported the following:

- There will be no meeting in December
- Annexation Final EIR will be heard in January or February

**12.0 BRIEF ANNOUNCEMENTS / REPORTS BY COMMISSION MEMBERS - NONE**

**13.0 COMMUNITY DEVELOPMENT DIRECTOR REPORT**

Thomas Last reported the following:

- Retirement of Building Official, Jim Green. Consultant services providing building inspector / plan checker
- Department will look at future options to hire another staff person; continue with contract staff; or use county services.
- Increase in activity in the Building Department with Dollar General, Arco, Miner's Clinic and the Stamas project on Bennett Street
- John Miller's newly annexed project on Whispering Pines began preliminary grading

**14.0 ADJOURNMENT:** Adjourn to the next regular meeting scheduled for Tuesday, December 17, 2013.

**Motion by:** Commissioner Bateman motioned to adjourn the meeting.

**Second by:** Vice-Chairman Swartzendruber

**Vote:** 5 – 0 for approval.

## Letter 1 Continued

Action Minutes for Planning Commission Meeting November 19, 2013

Chairman Aguilar adjourned the meeting at 8:07 p.m. to the regular Planning Commission meeting scheduled for 7:00 p.m. on Tuesday, December 17, 2013 in Council Chambers at City Hall, Grass Valley, California.

Respectfully Submitted,

Sue Colbert  
Senior Administrative Clerk to the Planning Commission

Approved this \_\_\_\_\_ day of \_\_\_\_\_, 2014

\_\_\_\_\_  
Ben Aguilar, Chairman

Reviewed by \_\_\_\_\_  
Thomas Last, Community Development Director

**Letter 1 – Planning Commission Meeting Minutes, November 19, 2013**

- Response 1-1:** The comment expressed concern that the Draft EIR did not identify Vulcan Materials as an existing generator of noise within the plan area, including night operations, which could result in noise complaints in the future. However, Impact 3.9.4 on Draft EIR page 3.9-17 generally describes the existing industrial nature of uses on La Barr Meadows Road and discloses the potential for noise-generating activities to occur at all hours and on any day of the week. The Draft EIR notes that the project removes the current residentially designated areas located on the east side of SR 49 and clusters those densities to the north and south to reduce the current potential noise conflicts with the existing industrial uses. The Draft EIR also refers to the mitigating effects of Grass Valley General Plan policies, including Policy 1-NI, which prohibits development of new noise-sensitive land uses where the noise level due to fixed noise sources will exceed City noise level standards unless effective noise mitigation measures are incorporated into the development design to achieve the standards. Consequently, with implementation of the existing General Plan policy, new noise-sensitive land uses would not be negatively affected by noise from existing land uses and noise complaints from new noise-sensitive land uses would not result in restrictions on operations at those existing facilities.
- Response 1-2:** The comment asks for an explanation of the amount of traffic generated by the project, but does not cite a specific portion of the EIR that requires clarification. Because the comment is vague, a specific response cannot be provided, but the commenter is referred to page 3.13-14 of the Draft EIR, which explains that the estimated number of trips that would likely be generated by the proposed project was determined using publications by the Institute of Transportation Engineers (ITE), including *Trip Generation*, 9<sup>th</sup> Edition (2012) and the *Trip Generation Handbook*, Second Edition (2004).
- Response 1-3:** See Response 1-1.
- Response 1-4:** The comment is noted. The comment expresses support for the project and does not note any specific issue with the Draft EIR.
- Response 1-5:** The comment is a question regarding the reasoning for air quality modeling in Section 3.2, Air Quality, of the Draft EIR to use the seven-year construction phasing beginning in 2014.

As explained on page 3.2-12 of the Draft EIR, because the proposed project does not include development, but could result in future development projects, there is no phasing plan for future construction activities. However, the Draft EIR is required to estimate the potential for air quality impacts that could result from future construction activities. Page 3.2-12 states:

For the purposes of this analysis, the project's nonresidential square footage and residential units are divided by seven (the number of years between the current year (2014) and the year of the General Plan horizon (2021)) in order to roughly depict potential construction-related air pollutant emissions which may result in any given year over the span of the City General

## 4.0 COMMENTS AND RESPONSES

---

Plan. However, it is important to note that the proposed project does not include any policy provisions requiring that its growth potential be attained. Not all of the identified land will be available for development at any given time based on landowner willingness to sell or develop, site readiness, environmental constraints, market changes, and other factors. This impact discussion assumes full growth potential as identified in Table 3.0-2 of the Section 2.0, Project Description, under the proposed project in order to present the maximum amount of pollutant emissions possible.

Put simply, in the absence of a specific phasing plan for future development, the analysis of the Draft EIR was based on the worst-case buildout scenario, which, while possible if all landowners decided to develop their properties to the maximum possible development potential at the same time, is highly unlikely. No further response is necessary.

**Response 1-6:** The comment asked for clarification of the relationship of the future Crestview intersection with SR 49, specifically whether it is considered to be a mitigation measure for the proposed project.

As noted at the Planning Commission hearing and in Section 3.13, Transportation and Circulation, of the Draft EIR (page 3.13-10), this improvement is neither a component of the proposed project nor a mitigation measure for the proposed project, but rather a future improvement with separate environmental documentation and permitting needed. However, the Draft EIR notes that future development of the western portion of the project area is contingent upon completion of this future improvement. The analysis is based on the assumption that the intersection will be developed in the future. No further response is necessary.

**Response 1-7:** As discussed in Chapter 1.0 of the Draft EIR, this is a Program EIR. Subsequent and specific projects can tier off this EIR. As also noted in this EIR, future development within the area will be subject to the mitigation measures in this EIR and in the City's 2020 General Plan EIR and may require subsequent analysis. The comment is noted.



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# **APPENDIX A**

## **REVISED TRAFFIC IMPACT ANALYSIS**

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## *Traffic Impact Analysis*

# Southern Sphere of Influence EIR Grass Valley, California

September 6, 2013

### **Prepared for:**

City of Grass Valley

### **Prepared by:**

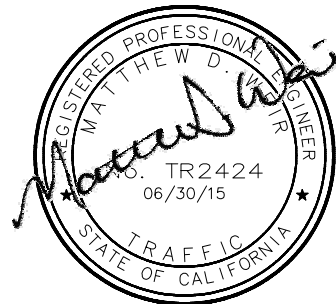


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## EXECUTIVE SUMMARY

This report documents the results of a traffic impact analysis completed for Southern Sphere of Influence Planning and Annexation Project in Nevada County, California (the “proposed project” or “project”). The purpose of this impact analysis is to identify potential environmental impacts to transportation facilities as required by the California Environmental Quality Act (CEQA). This study was performed in accordance with the City’s traffic study standards and the agreed upon Scope of Services.

The proposed project is located along State Route 49 (SR-49) adjacent to the southern City of Grass Valley boundary lines beginning in the vicinity of McKnight Way and extending south along SR-49 and La Barr Meadows Road. The proposed project includes an amendment to the General Plan land use designations on 423 acres, a pre-zone of 423 acres of land to various zone districts consistent with the proposed General Plan amendments, and the annexation of approximately 120 acres. No development is proposed as part of this project, although several of the properties involved are either fully developed, or capable of additional development.

The project is generally described as having 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. The following facilities (intersections and roadway segments) are included in this evaluation:

### *Intersections:*

1. McKnight Way @ Taylorville Road
2. McKnight Way @ SR-49 SB Ramps
3. McKnight Way @ SR-49 NB Ramps
4. McKnight Way @ South Auburn Street/La Barr Meadows Road
5. SR-49 @ La Barr Meadows Road

### *Roadway Segments:*

1. SR-49 between McKnight Way and Crestview Drive
2. SR-49 south of Crestview Drive
3. La Barr Meadows Road south of McKnight Way
4. La Barr Meadows Road south of project limits

A weekday, PM peak-hour Level of Service (LOS) analysis was conducted for the study facilities for the following scenarios:

- A. Existing (2013) Conditions
- B. Existing (2013) plus Proposed Project Conditions<sup>+</sup>
- C. Cumulative (2035) Conditions
- D. Cumulative (2035) plus Proposed Project Conditions<sup>++</sup>

<sup>+</sup> Includes two scenarios: East Development Area only, and East and West Development Areas

<sup>++</sup> East and West Development Areas

Significant findings of this study include:

- The proposed project is anticipated to generate a total of 21,738 new daily trips and 2,411 new PM peak-hour trips. When compared to the City’s originally projected trips for the project area, the proposed project results in a net increase of 1,962 PM peak-hour trips.
- The addition of the proposed project results in four significant impacts under Existing (2013) plus Proposed Project conditions. All four of these impacts are considered to be unavoidable and therefore will require **overriding consideration** from the City.
- The addition of the proposed project results in one significant impact under Cumulative (2035) conditions. This impact is considered to be unavoidable and therefore will require **overriding consideration** from the City.

## TABLE OF CONTENTS

INTRODUCTION .....	1
PROJECT DESCRIPTION .....	1
PROJECT AREA ROADWAYS.....	7
ASSESSMENT OF PROPOSED PROJECT .....	7
Proposed Project Trip Generation .....	7
Proposed Project Trip Distribution and Assignment .....	9
TRAFFIC IMPACT ANALYSIS METHODOLOGY .....	13
EXISTING (2013) CONDITIONS.....	15
EXISTING (2013) PLUS PROPOSED PROJECT CONDITIONS .....	17
CUMULATIVE (2035) CONDITIONS .....	21
CUMULATIVE (2035) PLUS PROPOSED PROJECT CONDITIONS.....	24
IMPACTS AND MITIGATION .....	28
Standards of Significance .....	28
Impacts and Mitigation .....	28
CONCLUSIONS .....	30
APPENDICES	
Traffic Count Data Sheets .....	Appendix A
Analysis Worksheets for Existing (2013) Conditions .....	Appendix B
Analysis Worksheets for Existing (2013) plus Proposed Project Conditions .....	Appendix C
Analysis Worksheets for Cumulative (2035) Conditions.....	Appendix D
Analysis Worksheets for Cumulative (2035) plus Proposed Project Conditions .....	Appendix E

## LIST OF TABLES

Table 1 – Proposed Project Trip Generation .....	9
Table 2 – Intersection Level of Service Criteria .....	13
Table 3 – Roadway Segment Daily Service Volume Criteria (Maximums) by Average Daily Traffic (ADT).....	15
Table 4 – Existing (2013) Intersection Levels of Service .....	15
Table 5 – Existing (2013) Roadway Segment Levels of Service .....	17
Table 6 – Existing (2013) and Existing (2013) plus Proposed Project Intersection Levels of Service .....	20
Table 7 – Existing (2013) Roadway Segment Levels of Service .....	20
Table 8 – Cumulative (2035) Intersection Levels of Service.....	21
Table 9 – Cumulative (2035) Roadway Segment Levels of Service .....	24
Table 10 – TAZ Trip Comparison .....	24
Table 11 – Cumulative (2035) and Cumulative (2035) plus Proposed Project Intersection Levels of Service .....	26
Table 12 – Cumulative (2035) and Cumulative (2035) plus Proposed Project Roadway Segment Levels of Service .....	26

## LIST OF FIGURES

Figure 1 – Regional Location Map .....	2
Figure 2 – Preliminary General Plan Map .....	3
Figure 3 – Preliminary Zoning Map .....	4
Figure 4 – Annexation Map .....	5
Figure 5 – Study Facilities, Traffic Control, and Lane Geometries.....	6
Figure 6 – Traffic Analysis Zones (TAZ).....	8
Figure 7 – East Development Area Project Trip Assignment (Existing Conditions).....	10
Figure 8 – East and West Development Areas Project Trip Assignment (Existing Conditions) .....	12
Figure 9 – East and West Development Areas Project Trip Assignment (2035 Conditions) .....	13
Figure 10 – Existing (2013) Traffic Volumes .....	16
Figure 11 – Existing (2013) plus East Development Area Traffic Volumes.....	18
Figure 12 – Existing (2013) plus East and West Development Areas Traffic Volumes .....	19
Figure 13 – Cumulative (2035) Network Modifications .....	22
Figure 14 – Cumulative (2035) Traffic Volumes .....	23
Figure 15 – Cumulative (2035) plus Proposed Project Traffic Volumes .....	25

## INTRODUCTION

This report documents the results of a traffic impact analysis completed for Southern Sphere of Influence Planning and Annexation Project in Nevada County, California (the “proposed project” or “project”). The purpose of this impact analysis is to identify potential environmental impacts to transportation facilities as required by the California Environmental Quality Act (CEQA). This study was performed in accordance with the City’s traffic study standards<sup>1</sup> and the agreed upon Scope of Services.

The remaining sections of this report document the proposed project, analysis methodologies, impacts and mitigation, and general study conclusions.

## PROJECT DESCRIPTION

The proposed project is located along State Route 49 (SR-49) adjacent to the southern City of Grass Valley boundary lines beginning in the vicinity of McKnight Way and extending south along SR-49 and La Barr Meadows Road. The proposed project includes an amendment to the General Plan land use designations on 423 acres, a pre-zone of 423 acres of land to various zone districts consistent with the proposed General Plan amendments, and the annexation of approximately 120 acres. No development is proposed as part of this project, although there are properties involved that are either fully developed, or capable of additional development. The project’s regional location is depicted in **Figure 1**, and the proposed General Plan, Prezoning, and Annexation maps are shown in **Figure 2**, **Figure 3**, and **Figure 4**, respectively.

The project is generally described as having 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.

The following facilities (intersections and roadway segments) are included in this evaluation:

### *Intersections:*

1. McKnight Way @ Taylorville Road
2. McKnight Way @ SR-49 SB Ramps
3. McKnight Way @ SR-49 NB Ramps
4. McKnight Way @ South Auburn Street/La Barr Meadows Road
5. SR-49 @ La Barr Meadows Road

### *Roadway Segments:*

1. SR-49 between McKnight Way and Crestview Drive
2. SR-49 south of Crestview Drive
3. La Barr Meadows Road south of McKnight Way
4. La Barr Meadows Road south of project limits

**Figure 5** illustrates the study facilities, existing traffic control, and existing lane configurations.

<sup>1</sup> Section 4 of the *City of Grass Valley Design Standards*, City of Grass Valley, February 2012.

**Figure 1 – Regional Location Map**

**Figure 2 – Preliminary General Plan Map**



**Figure 3 – Preliminary Zoning Map**

**Figure 4 – Annexation Map**

**Figure 5 – Study Facilities, Traffic Control, and Lane Geometries**

## PROJECT AREA ROADWAYS

The following are descriptions of the primary roadways in the vicinity of the project.

**State Route 49 (SR-49)** is a north-south state highway that bisects the proposed project. SR-49 connects the City of Grass Valley to Placer County (Auburn and Placerville) 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<sup>2</sup> vehicles per day (vpd) with one travel lane in each direction. 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 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 its interchange with SR-49 will serve as the primary access location for the proposed project for vehicles originating from and destined to the north.

**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.

**Crestview Drive** is a new east-west arterial roadway this 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 proposed 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.

## ASSESSMENT OF PROPOSED PROJECT

The proposed project was determined to be included in eight traffic analysis zones (TAZs) as established in the City's travel demand model. As depicted in **Figure 6**, 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.

### Proposed Project Trip Generation

The number of trips anticipated to be generated by the proposed project were approximated using *Trip Generation, 9<sup>th</sup> Edition*, and the *Trip Generation Handbook, Second Edition*, 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 1** presents the trip generation data for the proposed project.

<sup>2</sup> Caltrans Traffic and Vehicle Data Systems Unit, <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/2011all/index.html>

**Figure 6 – Traffic Analysis Zones (TAZ)**

**Table 1 – Proposed Project Trip Generation**

	TAZ	Proposed Zoning	Total Acres	Building Square Feet <sup>1</sup>	Dwelling Units <sup>2</sup>	ITE Land Use Code	Daily Trip Rate	Daily Trips	Subtotal Daily Trips	PM Peak-Hour Trip Rate <sup>3</sup>	PM Peak-Hour Trips	Subtotal PM Peak-Hour Trips
East of SR-49	350	M-2	26.8	175,111	-	130	6.83	1,196	1,196	0.85	149	149
	351	M-2	18.3	119,572	-	130	6.83	817		0.85	102	
		Public	20.3	-	-	-	-	352 <sup>4</sup>		-	36 <sup>4</sup>	
		RE	0.5	-	1	210	9.52	10	1,178	1.00	1	138
	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	1,195	0.97	25	132
	353	M-1	10	65,340	-	110	6.97	455		0.97	63	
		OS	21.9	-	-	-	-	-	455	-	-	63
	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	3,606	1.48	184	439
	374	M-2	5.1	33,323	-	120	1.50	50	50	0.68	23	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	-	-	-	-	-	2,200	-	-	423
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	1120	
		OS	53.96	-	-	-	-	-		-	-	
		RE	7	-	7	210	9.52	67	15,496	1.00	7	1,394
		Internal Trip Reduction (11% Daily, 13% PM) <sup>3</sup> :							-1,705			-181
		Subtotal External Trips (TAZ 407):							13,791			1,213
		Pass-By Trip Reduction (15%) <sup>4</sup> :							-1,933			-168
		Net New External Trips (TAZ 407):							11,858			1,045

<sup>1</sup> Floor Area Ratio (FAR): 0.15 for M-1 and M-2, 0.25 for C-2 and CBP

<sup>2</sup> RE=1 unit/acre, R-1=4 units/acre, and R-2=8 units/acre

<sup>3</sup> Per ITE Trip Generation Manual, 9th Edition

<sup>4</sup> Per ITE Trip Generation Manual, 9th Edition, applied to retail (C2) only, limited to along SR-49

<sup>5</sup> Proposed Negative Declaration, Nevada County, California, May 2, 2013, 10% of Daily Trips for PM peak-hour

The proposed project is anticipated to generate a total of 21,738 new daily trips and 2,411 new PM peak-hour trips. These totals can be further broken down to 9,880 new daily and 1,366 new PM peak-hour trips for the East Development Area, and 11,858 new daily and 1,045 new PM peak-hour trips for the West Development Area.

### Proposed Project Trip Distribution and Assignment

The near-term and long-term (Cumulative) distribution and assignment of project traffic was developed primarily based on existing and projected traffic volumes, the location of households, and the existing and planned transportation network conditions. As discussed later in this document, 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:

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

**Figure 7, Figure 8, and Figure 9** show the resultant project assignment for the Existing (2013) and Cumulative (2035) conditions. It is important to note that the SR-49 intersection with Crestview Drive (Intersection #6) is a future intersection that is included in this analysis only with the addition of the project's West Development Area under Existing (2013) conditions, and with the addition of the proposed project to Cumulative (2035) conditions.

**Figure 7 – East Development Area Project Trip Assignment (Existing Conditions)**





**Figure 8** – East and West Development Areas Project Trip Assignment (Existing Conditions)

**Figure 9 – East and West Development Areas Project Trip Assignment (2035 Conditions)**  
**TRAFFIC IMPACT ANALYSIS METHODOLOGY**

*Intersections*

Analysis of traffic operations at intersections is typically based on the concept of Level of Service (LOS). The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. Intersection LOS for this study was determined using methods defined in the *Highway Capacity Manual, 2000* (HCM) and appropriate traffic analysis software. The City of Grass Valley<sup>1</sup> has established an acceptable LOS D threshold (LOS E and F are unacceptable), and Caltrans<sup>3</sup> has established acceptable operations on their facilities as “the threshold between LOS C and LOS D.”

The HCM includes procedures for analyzing two-way stop controlled (TWSC), all-way stop controlled (AWSC), and signalized intersections. These procedures define LOS as a function of average control delay. Table 2 presents intersection LOS definitions as defined in the HCM.

**Table 2 – Intersection Level of Service Criteria**

Level of Service (LOS)	Un-Signalized	Signalized
	Average Control Delay (sec/veh)	Control Delay per Vehicle (sec/veh)
A	≤ 10	≤ 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80
Source: Highway Capacity Manual, 2000		

Due to the close spacing of the four study intersections along McKnight Way, LOS for these intersections were determined using the SimTraffic® traffic analysis software. SimTraffic® Measures of Effectiveness (MOEs) were compared against the HCM intersection delay thresholds (**Table 2**) to equate the SimTraffic® results to HCM LOS.

*Roadway Segments*

Roadway LOS in the City of Grass Valley is analyzed by comparing segment Average Daily Traffic (ADT) volumes to the thresholds presented in the City’s *General Plan*<sup>4</sup>. **Table 3** presents LOS volume thresholds for the various roadway functional classifications.

A weekday, PM peak-hour Level of Service (LOS) analysis was conducted for the study facilities for the following scenarios:

- A. Existing (2013) Conditions
- B. Existing (2013) plus Proposed Project Conditions<sup>+</sup>
- C. Cumulative (2035) Conditions
- D. Cumulative (2035) plus Proposed Project Conditions<sup>++</sup>

<sup>+</sup> Includes two scenarios: East Development Area only, and East and West Development Areas

<sup>++</sup> East and West Development Areas

<sup>3</sup> Guide for the Preparation of Traffic Impact Studies, Caltrans, December 2002.

<sup>4</sup> City of Grass Valley 2020 General Plan, November 23, 1999.

The following is a discussion of the analyses for these scenarios.

**Table 3 – Roadway Segment Daily Service Volume Criteria (Maximums) by Average Daily Traffic (ADT)**

Functional Classification	# Lanes	LOS A	LOS B	LOS C	LOS D	LOS E
<b>Two Lane Highway<sup>1</sup></b>	<b>2</b>	-	<b>3,700</b>	<b>7,900</b>	<b>14,600</b>	<b>27,600</b>
<b>Four Lane Multilane Highway<sup>1</sup></b>	<b>4</b>	-	<b>24,900</b>	<b>35,900</b>	<b>47,200</b>	<b>55,200</b>
<b>Arterial<sup>2</sup></b>	2	9,300	10,850	12,400	13,950	15,500
	4	18,600	21,700	24,800	27,900	31,000
	6	27,900	32,550	37,200	41,850	46,500
<b>Collector<sup>2</sup></b>	2	6,600	7,700	8,800	9,900	11,000
<sup>1</sup> Per Highway Capacity Manual 2010, Rolling Terrain, K=0.90, D=0.60						
<sup>2</sup> Per City of Grass Valley 2020 General Plan Table 4-2						
- LOS is not achievable due to type of facility						

## EXISTING (2013) CONDITIONS

One new weekday PM peak-period (4:00 p.m. – 6:00 p.m.) intersection turning movement traffic count was conducted for the SR-49 intersection with La Barr Meadows Drive in July 2013. Traffic data for the four McKnight Way interchange intersections were obtained from Nevada County and were projected one year from 2012 to 2013 to establish existing conditions at these locations. Existing (2013) PM peak-hour turn movement and roadway segment volumes are presented in **Figure 10**. Traffic count data sheets are provided in **Appendix A**, and analysis worksheets for this scenario are provided in **Appendix B**.

### Intersections

Table 4 presents the peak-hour intersection operating conditions for this analysis scenario. As indicated in Table 4, the study intersections operate from LOS A to LOS F during the PM peak-hour. It is important to note that, due to the analysis methodology (SimTraffic), the existing operations at the McKnight Way intersection with the SR-49 SB Ramps (Intersection #2) reports worse conditions than observed. When evaluated more traditionally (Synchro), this intersection operates at LOS A. As discussed later in this report, the ultimate reconfiguration of the interchange renders this operational discrepancy moot.

**Table 4 – Existing (2013) Intersection Levels of Service**

#	Intersection	Traffic Control	PM Peak-Hour	
			Delay (seconds)	LOS
1	McKnight Way @ Taylorville Road	TWSC*	21.0 <b>(331.0)</b>	C <b>(F)</b>
2	McKnight Way @ SR-49 SB Ramps	Signal	<b>80.4</b>	<b>F</b>
3	McKnight Way @ SR-49 NB Ramps	Signal	15.5	B
4	McKnight Way @ S Auburn St/La Barr Meadows Rd	TWSC*	6.3 (12.7)	A (B)
5	SR-49 @ La Barr Meadows Rd	Signal	9.7	A
6	SR-49 @ Crestview Dr	Not applicable for this scenario		
* TWSC presented as Overall Intersection (Worst Minor Approach Movement)				
Bold = Substandard per City				

**Figure 10 – Existing (2013) Traffic Volumes**

### Roadway Segments

**Table 5** presents the peak-hour roadway segment operating conditions for this analysis scenario. As indicated in **Table 5**, the study roadway segments operate at LOS A during PM peak-hour.

**Table 5 – Existing (2013) Roadway Segment Levels of Service**

#	Location	Roadway Type	# Lanes	Daily Volume	LOS
1	SR-49 between McKnight Way and Crestview Dr	Two Lane Highway	2	21,690	<b>E</b>
2	SR-49 south of Crestview Dr	Two Lane Highway	2	21,690	<b>E</b>
3	La Barr Meadows Rd south of McKnight Way	Arterial	2	9,260	A
4	La Barr Meadows Rd south of project	Arterial	2	7,200	A
<b>Bold = Substandard per City</b>					

## EXISTING (2013) PLUS PROPOSED PROJECT CONDITIONS

Peak-hour traffic associated with the proposed project was added to the existing traffic volumes and levels of service were determined at the study facilities. As previously discussed, two scenarios were considered as part of this scenario. The following is a summary of both scenarios:

- Scenario 1:** East Development Area Only  
Entire Project Assumed “on top of” Existing Uses
- Scenario 2:** East and West Development Areas  
Entire Project Assumed “on top of” Existing Uses  
New SR-49 @ Crestview Drive intersection

Weekday PM peak-hour turn movement and roadway segment volumes for this analysis scenario are shown in **Figure 11** and **Figure 12**. Analysis worksheets for this scenario are provided in **Appendix C**.

### Intersections

**Table 6** presents the peak-hour intersection operating conditions for the study intersections. As indicated in **Table 6**, the study intersections operate from LOS B to LOS F during the PM peak-hour.

### Roadway Segments

**Table 7** presents the peak-hour operating conditions for the study roadway segments. As indicated in **Table 7**, the study roadway segments operate from LOS A to LOS F during the PM peak-hour.

**Figure 11** – Existing (2013) plus East Development Area Traffic Volumes

**Figure 12** – Existing (2013) plus East and West Development Areas Traffic Volumes



**Table 6 – Existing (2013) and Existing (2013) plus Proposed Project Intersection Levels of Service**

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

<sup>+</sup> Ex = Existing (2013), Ex+PP (1) = Existing (2013) plus Proposed Project (Scenario 1, east only), EX+PP (2) = Existing (2013) plus Proposed Project (Scenario 2, east and west)  
<sup>\*</sup> TWSC presented as Overall Intersection (Worst Minor Approach Movement) **Bold = Substandard per City**  
Shaded Cells indicate Significant Impact as defined by City.

**Table 7 – Existing (2013) Roadway Segment Levels of Service**

#	Location	Analysis Scenario <sup>+</sup>	Roadway Type	# Lanes	Daily Volume	LOS
1	SR-49 between McKnight Way and Crestview Dr	Ex	Two Lane Highway	2	21,690	<b>E</b>
		Ex+PP (1)			24,970	<b>E</b>
		Ex+PP (2)	Four Lane Multilane Highway	4	32,950	<b>C</b>
2	SR-49 south of Crestview Dr	Ex	Two Lane Highway	2	21,690	<b>E</b>
		Ex+PP (1)			24,970	<b>E</b>
		Ex+PP (2)	Four Lane Multilane Highway	4	30,790	<b>C</b>
3	La Barr Meadows Rd south of McKnight Way	Ex	Arterial	2	9,260	A
		Ex+PP (1)			<b>20,740</b>	<b>F</b>
		Ex+PP (2)			<b>14,030</b>	<b>E</b>
4	La Barr Meadows Rd south of project	Ex	Arterial	2	7,200	A
		Ex+PP (1)			9,390	B
		Ex+PP (2)			7,740	A

<sup>+</sup> Ex = Existing (2013), Ex+PP (1) = Existing (2013) plus Proposed Project (Scenario 1, east only), EX+PP (2) = Existing (2013) plus Proposed Project (Scenario 2, east and west)  
**Bold = Substandard per City**  
 Shaded Cells indicate Significant Impact as defined by City.

## CUMULATIVE (2035) CONDITIONS

The Cumulative analysis was performed for year 2035 conditions. Cumulative, year 2030, model segment data was obtained from the City's travel demand model. The model's 2005 to 2030 annual growth rates for roadway segments were used to project model volumes to year 2035. These growth rates, as calculated from the model, ranged from a negligible amount to as high as approximately 1.4 percent per year. Using the industry standard National Cooperative Highway Research Program (NCHRP) Furness Method, existing year turn movement percentages were applied to the model PM-Peak hour segment volumes to establish turning movement volumes at each study intersection for Cumulative (2035) Conditions.

In addition, traffic from development projects that were determined to not have been accounted for in the current City traffic model's development conditions was added to the roadway network. A list of these projects is provided in **Appendix D**.

Roadway network changes were assumed to be in place with this analysis scenario and are reflected in **Figure 13**. As depicted, the SR-49 interchange with McKnight Way is shown to be reconfigured to consolidate intersections and make use of two roundabout intersections, one on each side of SR-49. This configuration is consistent with improvements identified in the City's *Road Impact Fee Update*<sup>5</sup>. It is important to note that other interchange improvements may ultimately be explored and implemented. The effect of this relative uncertainty on this analysis is discussed in greater detail in the Impacts and Mitigations section.

**Figure 14** provides the PM peak-hour traffic volumes for this analysis scenario. Volume growth computations and analysis worksheets for this scenario are provided in **Appendix D**.

### Intersections

**Table 8** presents the peak-hour intersection operating conditions for this analysis scenario. As indicated in **Table 8**, the study intersections operate at LOS B during the PM peak-hour.

**Table 8 – Cumulative (2035) Intersection Levels of Service**

#	Intersection	Traffic Control	PM Peak-Hour	
			Delay (seconds)	LOS
1	McKnight Wy @ Taylorville Rd/SR-49 SB Ramps	Roundabout	15.0	B
2	Intersection consolidated with interchange reconfiguration			
3	McKnight Wy @ SR-49 NB Ramps/S Auburn St/La Barr Meadows Rd	Roundabout	13.3	B
4	Intersection consolidated with interchange reconfiguration			
5	SR-49 @ La Barr Meadows Rd	Signal	11.5	B
6	SR-49 @ Crestview Dr	Not applicable for this scenario		
Bold = Substandard per City				

### Roadway Segments

**Table 9** presents the peak-hour roadway segment operating conditions for this analysis scenario. As indicated in **Table 9**, the study roadway segments operate from LOS A to LOS C during PM peak-hour.

<sup>5</sup> *Road Impact Fee Update*, City of Grass Valley, August 2008.

**Figure 13 – Cumulative (2035) Network Modifications**

**Figure 14 – Cumulative (2035) Traffic Volumes**

**Table 9 – Cumulative (2035) Roadway Segment Levels of Service**

#	Location	Roadway Type	# Lanes	Daily Volume	LOS
1	SR-49 between McKnight Way and Crestview Dr	Two Lane Highway	2	24,170	E
2	SR-49 south of Crestview Dr	Two Lane Highway	2	24,170	E
3	La Barr Meadows Rd south of McKnight Way	Arterial	2	11,800	C
4	La Barr Meadows Rd south of project	Arterial	2	8,295	A
* Considered as "Interstate & Freeway" classification, <b>Bold = Substandard per City</b>					

### CUMULATIVE (2035) PLUS PROPOSED PROJECT CONDITIONS

Because the City's travel demand model includes trips associated with assumed development within the eight TAZs included in the proposed project boundary, the assessment of the addition of the proposed project required an interim step to remove these already-assumed-trips from the network so that the project could be added without "double-counting" project area trips. As reflected in **Table 10**, to isolate the trips that were already assumed to be on the network, it was necessary to first approximate the proportion of each TAZ within the project boundary. In other words, how much of the model's traffic for these eight TAZs are within the project boundary and, therefore, should be removed and replaced with project volumes. It is important to note that only two of the eight TAZs are entirely contained within the project boundary, thereby introducing the need to "proportion" the remaining six TAZ trips. Accordingly, ranging from 100 percent to fifty percent, these proportions were then used to calculate the model trips that are included in the project boundary and are essentially replaced by the proposed project.

**Table 10 – TAZ Trip Comparison**

% of TAZ in Project	TAZ	Model Daily Trips (total)	Model Daily Trips (in Proj)	Rezone Daily Trips	Model PM Trips (total)	Model PM Trips (in Proj)	Rezone PM Trips
100%	350	612	612	1,196	68	68	149
50%	351	981	491	1,178	109	55	138
75%	352	90	68	1,195	10	8	132
50%	353	423	212	455	47	24	63
85%	366	618	525	3,606	56	47	439
100%	374	1221	1,221	50	82	82	23
85%	375	1729	1,469	2,200	147	125	423
50%	407	756	378	11,858	84	42	1,045
<b>Total:</b>		<b>6,430</b>	<b>4,975</b>	<b>21,738</b>	<b>603</b>	<b>450</b>	<b>2,411</b>
<i>East:</i>		<i>5,674</i>	<i>4,597</i>	<i>9,880</i>	<i>519</i>	<i>408</i>	<i>1,366</i>
<i>West:</i>		<i>756</i>	<i>378</i>	<i>11,858</i>	<i>84</i>	<i>42</i>	<i>1,045</i>

As an example, for TAZ 353, 50 percent of the TAZ is within the project boundary. As such, one half of the model PM peak-hour trips were calculated (24) and this value was compared to the project's trips for this TAZ (63). This "delta" (39) was the peak-hour volume analyzed in this scenario for this TAZ. Repeating this calculation for each TAZ resulted in the addition of a total of 1,961 PM peak-hour trips (2,411-450). As depicted in **Table 10**, the addition of the proposed project results in a net increase of 959 PM peak-hour trips (1,366-408) within the East Development Area, and 1,003 (1,045-42) additional PM peak-hour trips within the West Development Area. These "net" trips were then added to the Cumulative (2035) volumes and levels of service were determined at the study facilities.

Weekday PM peak-hour turn movement and roadway segment volumes for this analysis scenario are shown in **Figure 15**. Analysis worksheets for this scenario are provided in **Appendix E**.

**Figure 15 – Cumulative (2035) plus Proposed Project Traffic Volumes**

### Intersections

**Table 11** presents the peak-hour intersection operating conditions for the study intersections. As indicated in **Table 11**, the study intersections operate from LOS B to LOS E during the PM peak-hour.

**Table 11 – Cumulative (2035) and Cumulative (2035) plus Proposed Project Intersection Levels of Service**

#	Intersection	Analysis Scenario <sup>+</sup>	Traffic Control	PM Peak-Hour	
				Delay (seconds)	LOS
1	McKnight Way @ Taylorville Road/SR-49 SB Ramps	Cum	Roundabout	15.0	B
		Cum+PP		18.4	C
2	Intersection consolidated with interchange reconfiguration				
3	McKnight Way @ SR-49 NB Ramps/S Auburn St/ La Barr Meadows Rd	Cum	Roundabout	13.3	B
		Cum+PP		21.9	C
4	Intersection consolidated with interchange reconfiguration				
5	SR-49 @ La Barr Meadows Rd	Cum	Signal	11.5	B
		Cum+PP		13.9	B
6	SR-49 @ Crestview Dr	Cum	Not applicable for this scenario		
		Cum+PP	Signal	49.6	D
<sup>+</sup> Cum = Cumulative (2035), Cum+PP = Cumulative (2035) plus Proposed Project <b>Bold = Substandard per City.</b> Shaded Cells indicate Significant Impact as defined by City.					

### Roadway Segments

**Table 12** presents the peak-hour operating conditions for the study roadway segments. As indicated in **Table 12**, the study roadway segments operate from LOS A to LOS E during the PM peak-hour.

**Table 12 – Cumulative (2035) and Cumulative (2035) plus Proposed Project Roadway Segment Levels of Service**

#	Location	Analysis Scenario <sup>+</sup>	Roadway Type	# Lanes	Daily Volume	LOS
1	SR-49 between McKnight Way and Crestview Dr	Cum	Two Lane Highway	2	24,170	<b>E</b>
		Cum+PP	Four Lane Multilane Highway	<b>4</b>	33,290	<b>C</b>
2	SR-49 south of Crestview Dr	Cum	Two Lane Highway	2	24,170	<b>E</b>
		Cum+PP	Four Lane Multilane Highway	<b>4</b>	31,630	<b>C</b>
3	La Barr Meadows Rd south of McKnight Way	Cum	Arterial	2	11,800	C
		Cum+PP			<b>15,390</b>	<b>E</b>
4	La Barr Meadows Rd south of project	Cum	Arterial	2	8,295	A
		Cum+PP			8,685	A

\* Cum = Cumulative (2035), Cum+PP = Cumulative (2035) plus Proposed Project  
\* Considered as "Interstate & Freeway" classification. **Bold = Substandard per City**  
Shaded Cells indicate Significant Impact as defined by City.



## IMPACTS AND MITIGATION

### Standards of Significance

Project impacts were determined by comparing conditions with the proposed project to those without the project. Impacts are created when traffic from the proposed project forces the LOS to fall below a specific threshold.

City standards<sup>1</sup> 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 must be mitigated.”

### Impacts and Mitigation

#### Existing (2013) plus Proposed Project Conditions

#### Impacts:

- 11. Intersection #1, McKnight Way @ Taylorville Road*  
As shown in **Table 6**, this intersection operates at acceptable LOS C during the PM peak-hour without the project, and the project results in LOS E. ***This is a significant impact.***
- 12. Intersection #2, McKnight Way @ SR-49 SB Ramps*  
As shown in **Table 6**, this intersection operates at substandard LOS F during the PM peak-hour without the project, and the project contributes traffic. ***This is a significant impact.***
- 13. Intersection #4, McKnight Way @ S Auburn Street/La Barr Meadows Road*  
As shown in **Table 6**, this intersection operates at acceptable LOS A during the PM peak-hour without the project, and the project results in LOS F. ***This is a significant impact.***
- 14. Roadway Segment #3, La Barr Meadows Road south of McKnight Way*  
As shown in **Table 7**, this segment operates at acceptable LOS A without the project, and the project results in LOS E or LOS F. ***This is a significant impact.***

#### Mitigations:

- M1. Intersection #1, McKnight Way @ Taylorville Road*  
The significant impact at this intersection during the PM peak-hour can be mitigated with the implementation of the SR-49/McKnight Way interchange reconfiguration. As documented in **Table 11**, when the full project is added to the Cumulative (2035) conditions, the interchange intersections operate at acceptable levels. Because the Existing (2013) plus project volumes are less than Cumulative (2035) plus project volumes, it is reasonable to assume that the interchange reconfiguration adequately mitigates the impact at this intersection.

However, this impact for the Existing (2013) plus Proposed Project conditions requires 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 (2025) 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 are 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 that satisfy the requirements for traffic analysis as detailed in the City Improvement Standards. When improvements are determined to be feasible, each of these individual development projects will be conditioned to mitigate their impacts accordingly.

- M2. Intersection #2, McKnight Way @ SR-49 SB Ramps*

The significant impact at this intersection during the PM peak-hour can be mitigated with the implementation of the SR-49/McKnight Way interchange reconfiguration. As documented in **Table 11**, when the full project is added to the Cumulative (2035) conditions, the interchange intersections operate at acceptable levels. Because the Existing (2013) plus project volumes are less than Cumulative (2035) plus project volumes, it is reasonable to assume that the interchange reconfiguration adequately mitigates the impact at this intersection.

However, this impact for the Existing (2013) plus Proposed Project conditions requires 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 are 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 that satisfy the requirements for traffic analysis as detailed in the City Improvement Standards. When improvements are determined to be feasible, each of these individual development projects will be conditioned to mitigate their impacts accordingly.

*M3. Intersection #4, McKnight Way @ S Auburn Street/La Barr Meadows Road*

The significant impact at this intersection during the PM peak-hour can be mitigated with the implementation of the SR-49/McKnight Way interchange reconfiguration. As documented in **Table 11**, when the full project is added to the Cumulative (2035) conditions, the interchange intersections operate at acceptable levels. Because the Existing (2013) plus project volumes are less than Cumulative (2035) plus project volumes, it is reasonable to assume that the interchange reconfiguration adequately mitigates the impact at this intersection.

However, this impact for the Existing (2013) plus Proposed Project conditions requires 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 are 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 that satisfy the requirements for traffic analysis as detailed in the City Improvement Standards. When improvements are determined to be feasible, each of these individual development projects will be conditioned to mitigate their impacts accordingly.

*M4. Roadway Segment #3, La Barr Meadows Road south of McKnight Way*

The significant impact on this roadway segment cannot be mitigated by widening the segment from 2 to 4 lanes (which if possible for the entire roadway length would result in LOS A or LOS B) due to the road's proximity to existing buildings and SR-49. The impact for the Existing (2013) plus Proposed Project conditions requires an **overriding consideration** since the impact cannot be mitigated by widening to 4 lanes.

Cumulative (2035) plus Proposed Project Conditions

**Impacts:**

*I5. Roadway Segment #3, La Barr Meadows Road south of McKnight Way*

As shown in **Table 12**, this segment operates at acceptable LOS C without the project, and the project results in LOS E. ***This is a significant impact.***

**Mitigations:**

*M5. Roadway Segment #3, La Barr Meadows Road south of McKnight Way*

The significant impact on this roadway segment cannot be mitigated by widening the segment from 2 to 4 lanes (which if possible for the entire roadway length would result in LOS A or LOS B) due to the road's proximity to existing buildings and SR-49. The impact for the Cumulative (2035) plus Proposed Project conditions requires an ***overriding consideration*** since the impact cannot be mitigated by widening to 4 lanes.

## CONCLUSIONS

Significant findings of this study include:

- The proposed project is anticipated to generate a total of 21,738 new daily trips and 2,411 new PM peak-hour trips. When compared to the City's originally projected trips for the project area, the proposed project results in a net increase of 1,962 PM peak-hour trips.
- The addition of the proposed project results in four significant impacts under Existing (2013) plus Proposed Project conditions. All four of these impacts are considered to be unavoidable and therefore will require ***overriding consideration*** from the City.
- The addition of the proposed project results in one significant impact under Cumulative (2035) conditions. This impact is considered to be unavoidable and therefore will require ***overriding consideration*** from the City.

**Appendix A:**

*Traffic Count Data Sheets*

**Appendix B:**

*Analysis Worksheets for  
Existing (2013) Conditions*

**Appendix C:**

*Analysis Worksheets for  
Existing (2013) plus Proposed Project Conditions*

**Appendix D:**

*Analysis Worksheets for  
Cumulative (2035) Conditions*

**Appendix E:**

*Analysis Worksheets for  
Cumulative (2035) plus Proposed Project Conditions*





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**APPENDIX B**  
**NATIVE AMERICAN**  
**CONSULTATION LETTERS**

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A CENTENNIAL

**CITY OF GRASS VALLEY**  
**Community Development Department**  
Thomas Last, Community Development Director

125 East Main Street  
Grass Valley, CA 95945

**Building Division**  
530-274-4340  
**Planning Division**  
530-274-4330  
Fax 530-274-4399

June 21, 2013

Eileen Moon, Vice Chairperson  
T'Si-akim Maidu Tribal Office  
1275 E. Main Street  
Grass Valley, CA 95945

**Subject: Native American Consultation (SB 18 Consultation) for the City of Grass Valley General Plan Amendment**

Dear Ms. Moon,

The City of Grass Valley is in the process of amending the General Plan land use map and is requesting your review of the Proposed Project to determine if formal consultation is appropriate pursuant to Government Code Section 65352.3 (Senate Bill 18). The project involves the planning applications described below:

- 1) **General Plan Amendment** – The amendment to the General Plan land use designation on approximately 420 acres currently in the City's Sphere of Influence.
- 1) **Pre- Zoning** – The prezoing of approximately 420 acres to achieve consistency with the General Plan.
- 2) **Annexation** – The annexation of 120 acres of land on the east side of Highway 49.

I have attached a copy of the Notice of Preparation previously circulated by the City to provide additional background on the project.

If you have any questions or request a consultation, please call me at (530) 274-4711.

Sincerely,

Thomas Last  
Community Development Director



A CENTENNIAL

**CITY OF GRASS VALLEY**  
**Community Development Department**  
Thomas Last, Community Development Director

125 East Main Street  
Grass Valley, CA 95945

**Building Division**  
530-274-4340  
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530-274-4330  
Fax 530-274-4399

June 21, 2013

David Keyser, Chairperson  
United Auburn Indian Community of the Auburn Rancheria  
10720 Indian Hill Road  
Auburn, CA 95603

**Subject: Native American Consultation (SB 18 Consultation) for the City of Grass Valley General Plan Amendment**

Dear Mr. Keyser,

The City of Grass Valley is in the process of amending the General Plan land use map and is requesting your review of the Proposed Project to determine if formal consultation is appropriate pursuant to Government Code Section 65352.3 (Senate Bill 18). The project involves the planning applications described below:

- 1) **General Plan Amendment** – The amendment to the General Plan land use designation on approximately 420 acres currently in the City's Sphere of Influence.
- 2) **Pre- Zoning** – The prezoing of approximately 420 acres to achieve consistency with the General Plan.
- 3) **Annexation** – The annexation of 120 acres of land on the east side of Highway 49.

I have attached a copy of the Notice of Preparation previously circulated by the City to provide additional background on the project.

If you have any questions or request a consultation, please call me at (530) 274-4711.

Sincerely,

Thomas Last  
Community Development Director



A CENTENNIAL

**CITY OF GRASS VALLEY**  
**Community Development Department**

Thomas Last, Community Development Director

125 East Main Street  
Grass Valley, CA 95945

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Fax 530-274-4399

June 21, 2013

Wanda Batchelor, Chairperson  
Washoe Tribe of Nevada and CA  
919 Highway 395 South  
Gardnerville, NV 89410

**Subject: Native American Consultation (SB 18 Consultation) for the City of Grass Valley General Plan Amendment**

Dear Ms. Batchelor,

The City of Grass Valley is in the process of amending the General Plan land use map and is requesting your review of the Proposed Project to determine if formal consultation is appropriate pursuant to Government Code Section 65352.3 (Senate Bill 18). The project involves the planning applications described below:

- 1) **General Plan Amendment** – The amendment to the General Plan land use designation on approximately 420 acres currently in the City's Sphere of Influence.
- 2) **Pre- Zoning** – The prezoing of approximately 420 acres to achieve consistency with the General Plan.
- 3) **Annexation** – The annexation of 120 acres of land on the east side of Highway 49.

I have attached a copy of the Notice of Preparation previously circulated by the City to provide additional background on the project.

If you have any questions or request a consultation, please call me at (530) 274-4711.

Sincerely,

Thomas Last

Community Development Director



A CENTENNIAL

**CITY OF GRASS VALLEY**  
**Community Development Department**  
Thomas Last, Community Development Director

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June 21, 2013

Grayson Coney, Cultural Director  
T'Si-akim Maidu Tribal Office  
1275 E. Main Street  
Grass Valley, CA 95945

**Subject: Native American Consultation (SB 18 Consultation) for the City of Grass Valley General Plan Amendment**

Dear Mr. Coney,

The City of Grass Valley is in the process of amending the General Plan land use map and is requesting your review of the Proposed Project to determine if formal consultation is appropriate pursuant to Government Code Section 65352.3 (Senate Bill 18). The project involves the planning applications described below:

- 1) **General Plan Amendment** – The amendment to the General Plan land use designation on approximately 420 acres currently in the City's Sphere of Influence.
- 2) **Pre- Zoning** – The prezoing of approximately 420 acres to achieve consistency with the General Plan.
- 3) **Annexation** – The annexation of 120 acres of land on the east side of Highway 49.

I have attached a copy of the Notice of Preparation previously circulated by the City to provide additional background on the project.

If you have any questions or request a consultation, please call me at (530) 274-4711.

Sincerely,

Thomas Last  
Community Development Director