

NEVADA COUNTY PLANNING COMMISSION
STAFF REPORT

FILE NOs: PLN16-0072; DVP16-8, EIS16-0002 **HEARING DATE:** August 10, 2017

APPLICANT: Northern Sierra Propane

OWNER: Kirk Koslin

PROJECT: A Development Permit proposing the construction and operation of a 2,000-square foot office, 2,016-square foot warehouse, and 2,500-square foot outdoor storage area with two 30,000-gallon propane tanks for a propane business within a 2.3-acre lot. The office and warehouse would each have a dark green seamed metal roof, brown plank lap siding, and corrugated metal wainscoting. The proposed office height is approximately 17 feet high and the warehouse height will not exceed 23 feet. Seventeen public and employee parking spaces will be provided, ten in front of the business and seven in the rear. Two ADA accessible spaces and a van/car pool space are included. A six-foot tall solid wall is proposed to screen the service vehicle parking area from residences to the north and east. Five 15-foot light poles are proposed. Two poles will be located at the corners of the front parking area and three in the rear. All light fixture will be downward directed and shielded to prevent light from spilling offsite. A 14-square foot monument sign is proposed at the entrance. Approximately 6,000 cubic yards of material will be excavated and used as fill onsite. The project proposes to cover a third of the parcel with impervious surfaces comprised of the buildings, pavement, curbs, walkways, and gravel. The remainder of the parcel will consist of landscaping (20%) and open space (47%).

LOCATION: 13145 LomaRicaDrive, Grass Valley, CA95945

ASSESSOR PARCEL NO.: 06-920-10

PROJECT PLANNER: JD Trebec, Associate Planner

General Plan:	Industrial (IND)	Water:	NID
Region/Center:	Grass Valley	Sewage:	Septic
Zoning:	M1-SP	Fire:	NC Consolidated
Flood Map:	FEMA Panel #0632 Zone A&X	Schools:	Grass Valley/NJUHSD
ZDM No.:	52b	Recreation:	GV Benefit Zone
Parcel Size:	2.3-acres	Sup. Dist.:	I
Date Filed:	October 12, 2016	Receipt No.:	390572
Prev. File Nos.:	MSP88-006; PM91-040; ZV93-015; LA93-016; OR98-113; PM99-003; FM99-001; SP99-002; DP06-001; DP13-002.		

ATTACHMENTS:

1. Recommended Mitigation Measures and Conditions of Approval
2. Proposed Mitigated Negative Declaration
3. Vicinity, Zoning, and Public Notice Map

4. Use Permit Site Plan*
5. Landscape Plan*
6. Lighting Plan*
7. Floor Plans, Elevations and Sign Plans*
8. Public Comments

* Large scale plans to Planning Commissioners only. Otherwise available for viewing at the Planning Department

RECOMMENDATION:

- I. **Environmental Action:** Adopt the Mitigated Negative Declaration (EIS16-0002)
- II. **Project Actions:** Approve the Development Permit (DVP16-8)

BACKGROUND:

The project site was originally Lot 16 of the English Mountain Park subdivision, which was recorded in August 1999. An 18,700-square foot industrial condo building with 10 separate tenant units was initially approved in 2006 for the parcel. It was extended in 2009, but not developed before the permit expired. In 2013, essentially the same project was submitted with required updated environmental information. The project was again approved by the Planning Commission on January 8, 2015, but the approval was appealed by a resident of the neighboring Wawona Madrono residential subdivision due to concerns regarding the position of the structure, the number of parking spaces, hours of construction, types of landscaping, extents of the screening wall, and the height and architecture of the building.

Planning staff found that the building's position, parking allotment, building height, and wall location all met Land Use and Development Code requirements and design guidelines. The applicant accepted changes to roof colors from terra cotta to green, the addition of evergreen trees for screening, and limiting construction hours to weekdays. With the above mentioned considerations, the Board of Supervisors denied the appeal at a hearing on February 26, 2015. No grading or building permits have been pulled for that permitted use. Should this project be approved, it would supersede prior approvals.

SITE DESCRIPTION:

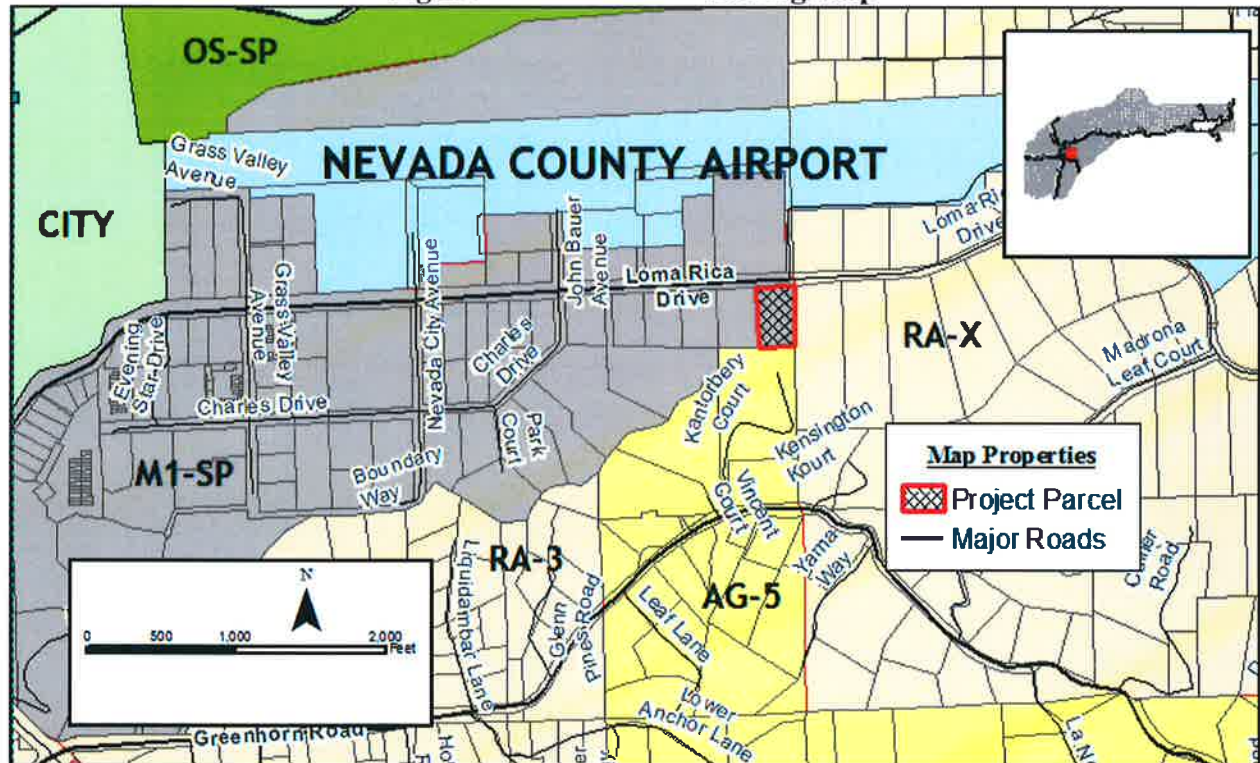
The project site is part of the Loma Rica Drive Industrial Area Plan (LRDIAP) in unincorporated western Nevada County, approximately 2.5 miles southeast of Nevada City and a half mile east of Grass Valley (See Figure 1). The industrial use of the area originated with the creation of the Loma Rica Industrial Park Subdivision in 1960 which sought to integrate industry with the existing Nevada County Air Park. The area was zoned industrial in 1965 (LRDIAP, 2008) and is designated Industrial on the General Plan land use maps.

In 2008, the Site Performance (SP) combining district was added to the parcel's zoning when the county adopted the Loma Rica Drive Industrial Area Plan (LRDIAP) for the 474 acres surrounding the newly designated Nevada County Airport. This area has been recognized by the County of Nevada as "an integral western County business hub and employment center, serving as the largest business center allowing general industrial use within the unincorporated area of the County"

(LRDIAP, 2008). The area plan's goals include evaluating development potential and constraints for clean industry, identifying benefits of the Nevada County Airport, and developing design standards.

The Nevada County Airport is about 800 feet north of the proposed project which puts it within the Nevada County Airport Land Use Compatibility Plan as well. Residential and agriculture zones (RA-3, RA-X, AG-5) are located to the south and east of the Loma Rica Drive Industrial Area (Figure 1). The closest residence is about 200 feet to the southeast of the proposed project.

Figure 1: Location and Zoning Map



PROJECT DESCRIPTION:

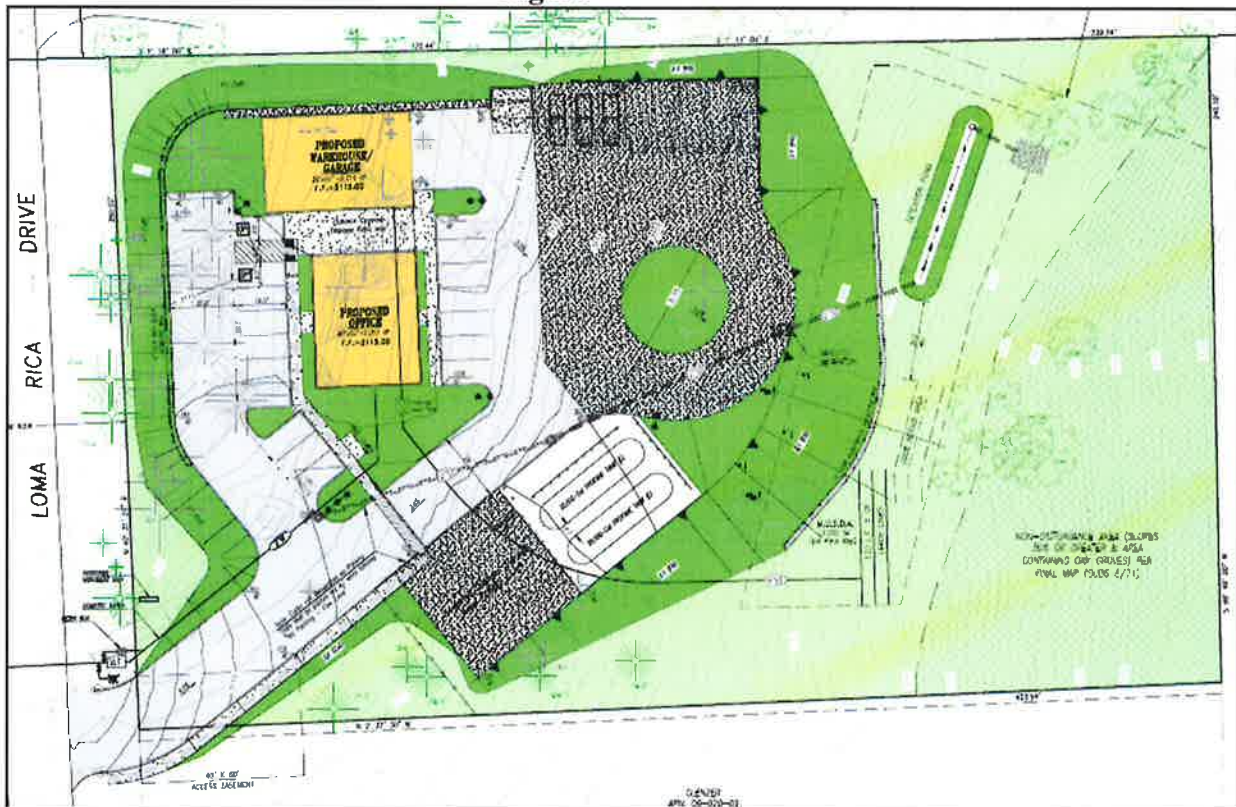
The proposed Development Permit would allow the construction and operation of a propane distribution business consisting of a 2,000-square foot office, 2,016-square foot warehouse, and 2,500-square foot outdoor storage area with two 30,000-gallon propane tanks for a propane business on a 2.3-acre lot. (See Figure 2). Seventeen public and employee parking spaces will be provided, ten in front of the business and seven in the rear. Two ADA accessible spaces, and a van/car pool space are included. A six-foot tall solid wall is proposed to screen parking in the rear for the company service vehicles from residences to the north and east. Five 15-foot tall light poles are proposed: two at the corners of the front parking area and three in the rear. A 14-square foot monument sign is proposed at the entrance.

The proposed office and warehouse have a dark green seamed metal roof, brown plank lap siding, and corrugated metal wainscoting. The office height is 17 feet high and the warehouse will not exceed 23 feet in height (See Figure 5). Impervious surfaces including the buildings, pavement, curbs, walkways, and gravel are proposed to cover a third of the lot.

Approximately 6,000 cubic yards of material will be excavated and used as fill onsite to level the site for development. The remainder of the parcel coverage will consist of 20 percent landscaping and approximately 47 percent open space. The open space consists of steep slopes and Landmark Oak Groves at the lower south end of the property.

The objective of the project is to construct a new propane distribution facility on undeveloped land within the Loma Rica Industrial Area. The new development would allow for an expansion of the existing Northern Sierra Propane business. The business currently operates at a smaller site approximately 1,150 feet away and closer to the airport runway. The current location offers limited office and storage capacity and is hindering the ability of the business to grow. With few other industrially-zoned areas available in the county, alternative locations for the business are limited. Remaining within the centrally-located Loma Rica Drive Industrial Area is the most feasible location for relocating the business.

Figure 2: Site Plan

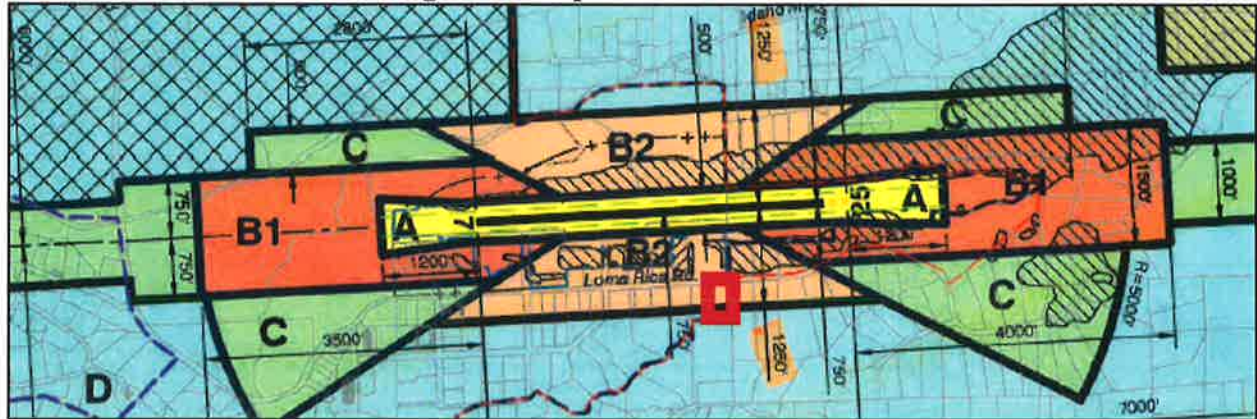


STAFF COMMENT:

Airport Compatibility: The property is within the Loma Rica Drive Industrial Area Plan which centers on the Nevada County Airport. The project parcel falls within the B2 and D Airport Compatibility zone (See Figure 3) according to the Nevada County Airport Land Use Compatibility Plan (NCALUCP). Airport Compatibility Zone B2 is within the sideline zone. Airport Compatibility Zone D is within the zone of primary traffic patterns. Of the two zones, B2 is more restrictive and the majority of the parcel falls within this zone. According to the NCALUCP,

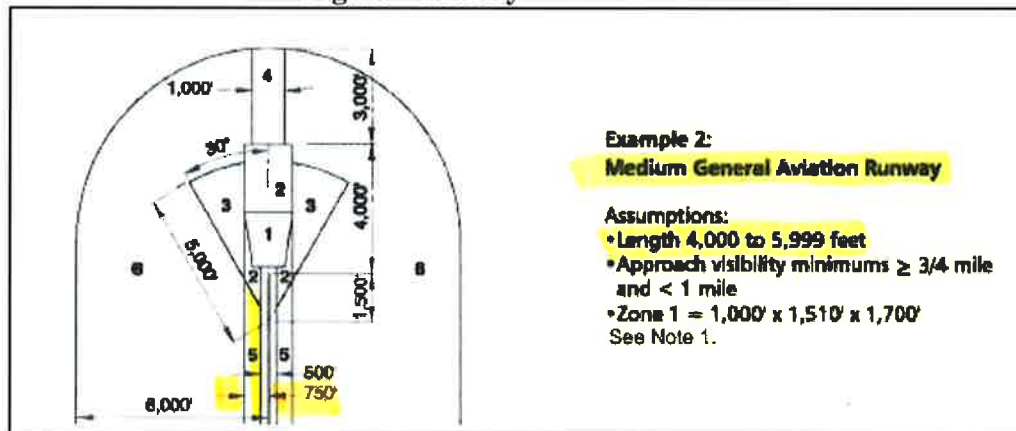
prohibited uses within the B2 zone include children's schools, hospitals, and nursing homes. Critical community infrastructure and aboveground bulk storage of hazardous materials are also prohibited. Finally, the zone precludes uses that present hazards to flight such as physical, visual, or electronic interference.

Figure 3: Airport Zone B2 Extents



Due to the fact that the proposed project includes two 30,000-gallon aboveground storage tanks, the applicant asked for a determination on whether the project would be in violation of the B2 zone's prohibition of aboveground storage of large amounts of hazardous substances. The project was brought before the Airport Land Use Commission (ALUC) and the ALUC found that, in fact, the delineation of the zones in the plan was a combination of separate noise and safety compatibility concerns. The prohibition on aboveground hazardous materials storage applies to Safety Zone 5 as shown in the California Airport Land Use Planning Handbook. Safety Zone 5 does not actually have the same extents as the B2 zone which describes noise impacts. Although the two different zones were merged into one combined zone for ease of use, Safety Zone 5, which precludes the aboveground propane storage, does not actually extend as far as what is shown on the NCALUCP. Safety Zone 5 typically extends about 750 feet from the airport runway (See Figure 4). The large propane tanks are 1,100 feet from the runway which is approximately 350 feet beyond the prohibitive safety zone. The ALUC thus determined that the proposed tanks were compatible with the NCALUCP and provided a Determination of Consistency.

Figure 4: Safety Zone 5 Extents



Traffic, Circulation, and Parking: The project fronts and takes access from Loma Rica Drive. Loma Rica Drive is a major collector which serves the industrial area and the Wawona Madrono residential subdivision immediately east of the proposed project. There is a bike lane, but no sidewalks along Loma Rica Drive. The Nevada County-operated Gold County Stage provides regular transit service to the corner of Loma Rica Drive and John Bauer Road about two blocks away.

Loma Rica Drive is the primary access to the majority of land within the Loma Rica Drive Industrial Area Plan. The most recent data shows that Loma Rica Drive provides Level of Service (LOS) Class A for a major collector with 6,303 daily trips according to the latest count from March 2014. The two lane road can accommodate up to 9,900 daily trips before being downgraded below LOS D which the Nevada County General Plan Policy LU-4.1.1 identifies as the minimum Level of Service allowable.

No traffic study was required for the proposed project given that the facility would only have 12 employees. According to the Institute of Transportation Engineers, the peak hourly trip rate for General Light Industrial (land use #110) is 19.4 trips which is well under the nearly 3,597 trips required to degrade the LOS below level D for Loma Rica Drive. The proposed infill project will not require new roads to be constructed. Nevada County Department of Public Works would require an encroachment permit onto Loma Rica Drive and the standard road improvement fees.

For the proposed office and warehouse totaling 4,016 square feet with 2,500 square feet of outdoor area, the minimum parking requirement would be 10 spaces. The project proposes 17 parking stalls including two which are designated ADA accessible parking and one space designated for Van Pool parking. The proposed project would provide two bike racks and a bike locker and would provide a sidewalk for pedestrian access to Loma Rica Drive.

The Department of Public Works has conditioned the project to provide road improvement fees based on the additional vehicle trips generated by the construction. There are no significant impacts to traffic and circulation anticipated.

Sewage Disposal and Water: The project is an infill parcel within a developed area, and services are already provided to or adjacent to the site. NID has provided a will-serve letter to provide water to the site, and PG&E provides electrical power to the site. The proposed project will use a septic system for sewage disposal. Soil testing was originally conducted as part of the Tentative Map for the English Mountain Park in 1999 and at a second location onsite in 2005. Both sites were identified as suitable for standard sewage disposal systems. The septic system is to be designed to accommodate a connection with Grass Valley sewer service should it become available.

Site Planning, Building Design and Color: The Loma Rica Drive Industrial Area Plan (LRDIAP) includes Design Guidelines for the Loma Rica area. The Design Guidelines reflect the Western Nevada County Design Guidelines with additional guidance for the Loma Rica Industrial Area in the recognition that "appropriate and attractive design can unify the industrial community" as well as "make a significant difference in the viability of the business community". The LRDIAP

provides guidelines to address Site Planning, Building Design, Color, Landscaping, Signs, Lighting and Energy Conservation.

The guidelines regarding building design and color can be summarized as promoting architecture and design consistent with surrounding development to provide a unified identity for the area while avoiding big bland boxes. LRDIAP Guidelines 26 and 27 call for muted colors and earth tones that match natural tones and primary building materials such as stone, brick and hardwood. Brighter contrasting colors may be used for trim, but jarring colors and intense white are discouraged. According to LRDIAP Guideline 22, bare metal, highly reflective surfaces and illuminated roofing should be avoided. This guideline has particular importance due to the proximity to the airport. Appropriate building materials include corrugated metal siding, and appropriate roofing materials include standing seam metal roofing and corrugated metal. The proposed structure is consistent with these standards and with the surrounding industrial structures and sites. The proposed building would have brown plank siding, a seamed metal roof colored dark green, and corrugated wainscoting. This meets the design guidelines and is compatible with neighboring development which is largely corrugated metal industrial structures similarly colored in browns and greens (Figure 5). The City of Grass Valley has requested an additional dark green shed roof over the warehouse entrance facing Loma Rica Drive to break the mass of the large structure. The applicant has stated that they would prefer to leave the building as shown. It is within the purview of the Planning Commission to require the suggestions offered by the City of Grass Valley (Attachment 8).

Figure 5. Elevation view from Loma Rica Drive



Landscaping, Lighting, and Signs: The project includes a landscape plan with drought tolerant to medium water-use plantings around the perimeter of the property. The proposed natural open space covers approximately 47% of the parcel which is well over the 15% required for industrial zoned property of greater than an acre and below 4,000 feet elevation (Sec. L-II 4.2.10 C.1). Currently, the undeveloped lot is covered in mixed woodland of cedar, pine, and oak trees with cedar dominating the front two-thirds of the lot and black oak groves dominating the back third. The proposed landscaping includes red maple varieties and Chinese pistache trees along the frontage with three cedars and one pine of greater than 14" trunk width remaining in the right-of-way. Native and low-water use shrubs and perennials would soften the east boundary of the project and parking lot screening wall. Public comment from residents of Wawona Madrono have requested that the deciduous maple and Chinese pistache trees be replaced with evergreen cedar trees so that the industrial use be better screened throughout the year. The landscape architect has stated that she would like to keep the trees shown as part of a landscape theme. As a compromise, staff has conditioned that half the proposed deciduous trees along Loma Rica Drive and all the deciduous trees along the east property line be replaced with cedar trees (Condition A.11).

The proposed plans for the project identify five lights poles for security: two in front, one on either side of the parking area with a two lights on the west pole; three in the rear, one at either side of the rear parking area and one near the propane tanks. The pole-mounted lights will not exceed fifteen feet in height. The Nevada County Zoning Code's standards for exterior lighting require such lighting to be shielded and directed downward to minimize nighttime lighting impacts. The Planning Department will condition the project to shield these lights pursuant to the Nevada County Lighting Ordinance. The lighting plan shows that no spillover light crosses any of the parcel boundaries. Additionally, a 6-foot high solid wall would screen the southwest corner of the project which is closest to the residence. With adherence to Condition A.8, the proposed lighting would be consistent with the County lighting standards.

The applicant proposes a single 4.5-foot wide by 4.3-foot high monument sign on Loma Rica Drive. The monument sign would consist of a natural stone base supporting two steel tubes supporting the sign between them. The sign would depict the business's logo on corrugated metal. The City of Grass Valley has recommended that the sign be placed outside of the sight distance triangle at that intersection per City standards. The proposed sign is consistent with LRDIAP Guideline 39 which identifies monument signs made of natural materials as the preferred alternative whenever possible and consistent with LUDC Section L-II 4.2.12.

Public Comments: The project parcel is on the boundary of the Loma Rica Drive Industrial Area and the Wawona Madrono residential subdivision. The neighboring property owners and the Wawona Madrono Home Owners Association have raised a number of concerns through written comment (Attachment 8). Among the concerns raised were the safety of the propane tanks, light, noise, and adequate screening. Staff worked closely with Fire, Emergency, and Environmental Health Agencies as well as the Airport Land Use Commission (ALUC) to ensure that the propane tanks would not present a significant risk to nearby residences. The propane distribution operation is one of several in the Loma Rica Drive Industrial Area and the large storage tanks have been reviewed for safety by the Nevada County Consolidated Fire Department and Fire Marshal and will continue to be monitored by the Environmental Health Department. The ALUC has provided a Determination of Consistency that the project is not within an area of safety concerns.

For residential areas, nearby industrial uses typically raise concerns about noise, light, and truck traffic. With the proximity of the Wawona Madrono subdivision and Residential zoning to the east and south, the project was reviewed to ensure that there would be no significant impacts on nearby residences. The Draft Initial Study includes Mitigation Measures for potential noise (Conditions A.16, A.17) limiting construction to weekdays and requiring a six-foot tall sound attenuating wall around the southeast parking area which would reduce noise impacts and block vehicle headlights from shining into residential areas. Additionally, the applicant has provided a photometric plan showing that there would be no light trespass from stationary lighting over the property lines. The location of the trash on the east side of the project was also mentioned as a concern. The applicant did review the plans for an alternative location, but could not find an alternative that was easily accessible and did not result in increasing the amount of grading required for the project. The waste receptacle would be for office use and is not expected to have the amounts of organic waste which might cause significant odors. Its current location is

behind the sound attenuation wall to mitigate the noise of weekly service. The project has been reviewed by the Department of Public Works and not found to be a source of significant traffic. Current employees include 5 office workers and 6 to 8 delivery truck drivers. Due to the limited amount of traffic and Mitigation Measures described above, this project is not anticipated to result in significant light or noise impacts.

The question of adequate landscaping to screen the project was also a strong concern. As discussed in the landscape section above, the applicant has proposed to include a number of colorful deciduous trees as the theme for the project. Public comments have requested the use of cedar trees to provide year-round screening of the adjacent business from Loma Rica Drive and the eastern properties. As a compromise, Condition A.11 requires that half of the deciduous trees along the frontage of the project and all the trees along the east property line be replaced with cedar trees.

ENVIRONMENTAL REVIEW (EIS16-0002):

Attachment 2 of this staff report contains the Initial Study and proposed Mitigated Negative Declaration (MND) for this project. The initial study was made available for a public review period of 20-days beginning July 14 and ending August 7, 2016. The initial study identifies potential adverse impacts associated with air quality, biological resources, cultural resources, geology and soils, noise, and utilities and service systems. Many of these potential adverse impacts can be avoided with the application of standard best management practices that are commonly applied to and/or are required on projects. A few potential impacts are mitigated with measures that are very specific to this project site, such as a noise attenuating wall along the southeast corner of the parking area to mitigate the potential noise and light impacts of service vehicles to the neighboring residences.

In addition to public review, the Initial Study was routed to various agencies related to the airport including the Nevada County Airport Manager, Caltrans Aeronautics, Airport Land Use Commission, and the Grass Valley Air Attack Base and Emergency Command Center at the Airport. None of these agencies objected to the project. Citizen groups were petitioned for comments as well, including the Wawona Madrono HOA, Friends of Nevada City and the Rural Quality Coalition.

Public comments were received from the Wawona Madrono HOA and the neighboring landowners. These comments included concerns with regards to exposure of their residence to noise and lights from the project. With the incorporation of the recommended Mitigation Measures addressing all of the potentially significant impacts, and as may be modified during this public hearing, the project can be processed using a Mitigated Negative Declaration.

GENERAL PLAN AND ZONING CONSISTENCY:

The project site has a General Plan designation of Industrial and a zoning district of Light Industrial-Site Performance (M1-SP). The M1-SP zoning district provides for "production, repairing, distribution, and warehousing of goods and equipment, along with supporting businesses and services." The proposed project is for a propane distribution center that requires a Development Permit.

With the approval of the Development Permit (DP16-8) and Mitigated Negative Declaration (EIS16-0002), the proposed project would be found consistent with the existing zoning district and Industrial General Plan land use designation, and specifically with the Land Use and Development Code Light Industrial zoning standards, Section L-II 2.2.5. Additionally, the design of the proposed project has been reviewed for consistency with the applicable comprehensive site development standards contained in the LUDC and found to be consistent with the County's standards, regarding setbacks, fences, signs, landscaping, lighting, parking, and protection of environmental resources.

The project furthers several of the goals and policies of the County's General Plan which are outlined below:

Land Use Element Goals and Policies: Goal 1.8 and Policy 1.10.2 direct the County to coordinate with the City of Grass Valley and Airport Land Use Commission regarding land use planning and development in their respective spheres of influence. The City of Grass Valley reviewed and provided comments for the proposed project as did the Nevada County Airport Land Use Commission.

Circulation Element Goals and Policies: Goal LU-4.4 directs the County to maintain desired levels of service by balancing development of the circulation system with land use and development. The proposed project will not exceed acceptable levels of service of the existing roads or intersections where it is located.

Policy MV-4.2.5 requires the County to consider the effect of the proposed development of discretionary projects on the area-wide transportation network and the effect of the proposed development on the road network and other transportation facilities in the immediate vicinity of the project site. According to the Nevada County Airport Land Use Commission, the proposed project would not interfere with airport operation.

Open Space Element Goals: Goal 6.1 encourages site development to reflect open space values. The proposed project meets and exceeds open space requirements.

Noise Element Goals: Goal 9.1 directs the County to provide an environment free of unnecessary and annoying noise. The proposed project has been conditioned through operating hours and requiring a solid wall to ensure that the proposal meets established noise limits.

Site Performance Requirements: The "SP" combining district references the Loma Rica Drive Industrial Area Plan (LRDIAP). The General Plan uses Area Plans as a type of supporting planning document to guide development in specific areas of the County. The LRDIAP compliments and assists the General Plan in providing goals, policies, and design guidelines for development within the plan area. The relevant LDIAP Goals for Land Use and Development for the proposed project are Goals 2.1 through 2.3.

Goal 2.1 seeks to encourage clean industry within the area through Policy 2.1 which discourages "non-industrial uses that would minimize opportunities for industrial use on M-1 zoned lands". The proposed propane distributor is an industrial use that is appropriate for the goal.

Goal 2.2 from the Plan supports facilitation of City review of land use projects within the City of Grass Valley Sphere of Influence. Plans have been routed to the City of Grass Valley and relevant comments from the City incorporated into the conditions of approval, including designing the sewer system to connect to a public system in the future and frontage to support future curb, gutter, and sidewalk improvements.

Goal 2.3 discusses policies to maintain compatibility between neighboring land uses by discouraging industries that would produce excessive noise at the edge of the industrial area. The propane distributor would not engage in any loud manufacturing processes and would have a screening wall to dampen the noise of service vehicles.

Additionally, Goal 6.1 is to ensure airport viability through compatible land use. The project was routed to the FAA and the Nevada County Airport Land Use Commission (ALUC). The ALUC did respond and noted that the proposed project was consistent with its safety and compatibility zoning. No additional conditions or mitigation measures were recommended.

With the adherence to proposed conditions of approval and mitigation measures, the project has been found to be compliant with the Zoning Regulations, County General Plan, and the Loma Rica Drive Industrial Area Plan.

SUMMARY:

The applicant is requesting a Development Permit (DVP16-8) to construct and operate a propane business consisting of a 2,000-square foot office, 2,016-square foot warehouse, and 2,500-square foot outdoor storage area with two 30,000-gallon propane tanks 2.3-acre lot. Seventeen parking spaces would be provided and one monument sign of less than 15 square feet is proposed. Public comments were received and addressed. As conditioned, the proposed project complies with the applicable provisions of the Nevada County Land Use and Development Code, Loma Rica Drive Industrial Area Plan, Nevada County Airport Land Use Compatibility Plan and is consistent with the General Plan. All project impacts will be avoided or reduced to a less-than-significant level with implementation of the mitigation measures identified in the Initial Study, as well as the recommended conditions of approval for the project. The project was circulated for comment and no outstanding issues have been identified. Therefore, Staff recommends adoption of the Mitigated Negative Declaration (EIS16-0002) and approval of the Development Permit (DVP16-8) subject to the attached conditions of approval.

RECOMMENDATION:

Staff recommends the Planning Commission take the following actions:

- I. After reviewing and considering the proposed Mitigated Negative Declaration (EIS16-0002), adopt the proposed Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program pursuant to Section 15074 of the California Environmental Quality Act Guidelines, and make Findings A through C:
 - A. That there is no substantial evidence in the record supporting a fair argument that

the proposed project, as mitigated and conditioned, might have any significant adverse impact on the environment;

- B. That the proposed Mitigated Negative Declaration reflects the independent judgment of the Planning Commission; and that the mitigation measures, as agreed to by the applicant, will reduce potentially significant impacts to less than significant levels; and
 - C. That the location and custodian of the documents which constitute the record of these proceedings is the Nevada County Planning Department, 950 Maidu Avenue, Nevada City, California.
- II. Approve the Development Permit (DVP16-8) to allow for the construction of an office and warehouse totaling 4,016 square feet with 2,500 square feet of outdoor storage area, and associated parking and infrastructure improvements, subject to the attached Mitigation Measures and Conditions of Approval, and making Findings A through M:
- A. That this project as conditioned and mitigated is consistent with the General Plan goals, objectives and policies, and with the Industrial General Plan land use map designation applicable to this project site;
 - B. The proposed use is allowed within and is consistent with the purpose of the M1-SP zoning district within which the project is located, which allows industrial use with an approved development permit;
 - C. The proposed use and any facilities, as conditioned, will meet all applicable provisions of the Land Use and Development Code or a same practical effect of those provisions, including design and siting to meet the intent of the Site Development Standards mitigating the impact of development on environmentally sensitive resources;
 - D. The site for the proposed use is adequate in size, shape and location to accommodate the proposed use and all facilities needed for that use and reasonable expansion thereof, if any, and to make appropriate transitions to nearby properties and permitted uses thereon, without compromising site development standards;
 - E. Loma Rica Drive, which serves the project, is a County-maintained road and as documented by the Department of Public Works, adequate in size, width, and pavement type to carry the quantity and kinds of traffic generated by this project;
 - F. The proposed use is consistent with the Nevada County Airport Land Use Compatibility Plan as determined by the Airport Land Use Commission and the Nevada County Airport Manager;
 - G. The proposed use and facilities are compatible with, and not detrimental to, existing and anticipated future uses onsite, on abutting property and in the nearby surrounding neighborhood or area;

- H. Adequate provisions exist for water and sanitation for the proposed use as documented by Nevada Irrigation District and the Environmental Health Department;
- I. Adequate provisions exist for emergency access to the site as documented by Nevada County Consolidated Fire District;
- J. That this development permit, proposing a propane distribution business in a light industrial zone, is consistent with the intent of the design goals, standards, and provisions of the Nevada County Zoning Ordinance and the Loma Rica Industrial Area Plan and will be compatible with the design of existing and anticipated future uses on the nearby surrounding areas;
- K. That based on the comments received and conditions applied from the Nevada County Departments of Public Works, Planning, Environmental Health, Nevada Irrigation District, City of Grass Valley, Nevada County Consolidated Fire District, and CalFire, adequate public services exist in the immediate area to support the project including adequate sewage disposal, domestic water service, fire flow, and safe and adequate roads;
- L. All feasible mitigation measures have been imposed upon the project to offset the impacts this project may have on air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, noise, and utilities and service systems; and
- M. That the conditions listed are the minimum necessary to protect the public's health, safety and general welfare.

Respectfully submitted,



BRIAN FOSS
Planning Director

ATTACHMENT 1
Northern Sierra Propane
PLN16-0072, DVP16-8, EIS16-0002

Recommended Conditions of Approval and Mitigation Measures

A. PLANNING DEPARTMENT

1. Development Permit DVP16-8 authorizes the construction and operation of a 2,000-square foot office, 2,016-square foot warehouse, and 2,500-square foot outdoor storage area with two 30,000-gallon propane tanks for a propane business within a 2.3-acre lot. The office and warehouse would each have a dark green seamed metal roof, brown plank lap siding, and corrugated metal wainscoting. The proposed office height is approximately 17 feet high and the warehouse height will not exceed 23 feet. Seventeen public and employee parking spaces will be provided, ten in front of the business and seven in the rear. Two ADA accessible spaces and a van/car pool space are included. A six-foot tall solid wall is proposed to screen the service vehicle parking area from residences to the north and east. Five 15-foot light poles are proposed. Two poles will be located at the corners of the front parking area and three in the rear. All light fixture will be downward directed and shielded to prevent light from spilling offsite. A 14-square foot monument sign is proposed at the entrance. Approximately 6,000 cubic yards of material will be excavated and used as fill onsite. The project proposes to cover a third of the parcel with impervious surfaces comprised of the buildings, pavement, curbs, walkways, and gravel. The remainder of the parcel will consist of landscaping (20%) and open space (47%).
2. Approval of this Permit supersedes any prior entitlements.
3. Pursuant to the requirements of the Land Use and Development Code, you are hereby notified that this Development Permit is not valid until the expiration of the ten (10) day appeal period from the date of the Planning Commission's final action on the project.
4. Construction pursuant to this permit approval must be completed and the use commenced thereon within three (3) years from the effective date of the approval of the Development Permit and adoption of the Mitigated Negative Declaration (PLN16-0072, DVP16-8, EIS16-0002) (i.e. Final Project Action), unless an extension of time for reasonable cause is requested prior to the expiration date, and granted by the Planning Commission pursuant to Section 5.10 of the Nevada County Land Use and Development Code. If no extension is granted, the permit shall become null and void, as to the portion of the approved use not completed.
5. All associated improvements, including parking areas, lighting and landscaping shall be constructed in substantial conformance with the approved plans.
6. The design of the building including architectural features, materials and colors shall be in substantial conformance with the approved design, including brown plank lap siding, a dark green seamed metal roof, and corrugated metal wainscoting. The approved project shall be consistent with the final stamped set of plans which contain the site plan and

associated pages. The final plans and color renderings shall be kept on file with the Planning Department.

7. Prior to final occupancy, a final set of plans shall be submitted to the Planning Department for review and inspection purposes. Additionally, the applicant shall contact the Planning Department for a final inspection to verify that all conditions, mitigations measures, and ordinance requirements have been satisfied. Fees for such inspections shall be applicable at the time of request.
8. Lighting included in this approval to be as shown in the proposed plans, subject to and in conformance with Land Use and Development Code Section L-II 4.2.8. High pressure sodium, and mercury vapor light fixtures are prohibited, and flood lights and spot lights are prohibited. All proposed exterior lighting shall be shown on building plans. The standards used for the exterior lighting within the parking lot and outdoor areas shall be limited to no more than 15 feet in height. All new exterior lighting shall be screened and directed downward to prevent off-site spill and night sky pollution. The use of motion or heat sensors may provide greater Security than continuous lighting and are the preferred alternative to continuous nighttime lighting. Lighting fixtures and location shall conform to Land Use and Development Code Section L-II 4.2.8. All exterior lighting shall be maintained as approved and installed.
9. The project signage shall be maintained consistent with the preliminary sign plan and with Section L-II 4.2.12 of the Land Use and Development Code. This approval is for one monument sign that shall be placed outside of the site distance triangle at the project entrance and Loma Rica Drive. The monument sign will not exceed 25 square feet and be placed on a natural rock base. Reference the approved design kept on file with the Planning Department.
10. The parking area shall be maintained consistent with the preliminary site plan. Parking areas shall be constructed in accordance with the design standards of Section L-II 4.2.9 of the Land Use and Development Code, including surfacing, curbing, slope, drainage, backout area, driveway/aisle widths, and parking stall sizes. A minimum of 17 parking spaces, including required ADA accessible parking and a van pool space, shall be provided in substantial conformance with approved site plans and maintained for the life of the project.
11. The landscape plan shall replace four of the proposed deciduous trees along Loma Rica Drive and all the deciduous trees along the east boundary line with 15-gallon cedar trees.
12. The landscaping plan shall be maintained consistent with the preliminary landscape plan and shall comply with the requirements of Sec. L-II 4.2.7 of the Land Use and Development Code. Landscaping shall be provided in accordance with County standards. Prior to issuance of any grading or building permits, the applicant shall submit a Final Landscape Plan, prepared, signed and stamped by a licensed landscape architect, to the Planning Department for review and approval, including the following:

- a. All details depicted on the preliminary plans (including the substitution of native and drought tolerant species for non-native, water-demanding species) and any modifications included by these conditions of approval; and
- b. The location of all required plant materials, evenly dispersed within each required planting area (interior parking lot landscaping and residential buffers); and;
- c. A legend listing the type, number and size of plant materials, indicating both the both the required number and the provided number of each plant type. List plants for each required landscaped area. Include a listing of water usage type, or hydrozone, for each plant type. List plant materials in groupings of trees, shrubs, and ground cover plants. Show both common names and botanical names. Native vegetation must shall be included in all required plantings pursuant to subsection L-II 4.2.7.E.2.b of the Land Use and Development Code; and
- d. Irrigation plan per subsection L-II 4.2.7.E.3.c of the Land Use and Development Code; and
- e. A note that “All plantings and irrigation shall be maintained by the property owner and in any case where a required planting has not survived the property owner shall be responsible for replacement with equal or better plant materials.”

Prior to final occupancy of each building on the project site, the landscape architect/property owner shall verify that all plant materials have been installed for said building and parking area(s) pursuant to the approved plan.

13. **Minimize Construction Equipment Idling (Mitigation Measure 3B).** In order to reduce emissions from construction equipment, the applicant shall include the following standard note on the grading and improvement plans: “During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment. Signs shall be posted in the designated queuing areas of the construction site to remind off-road equipment operators that idling is limited to a maximum of 5 minutes. Idling of construction-related equipment and construction related vehicles is not recommended within 1,000 feet of any sensitive receptor.”

Timing: Prior to issuance of the grading permits/During construction

Reporting: Planning Department approval of grading permits/Complaint driven

Monitoring: Building Department inspections/Public complaints

Responsible Agencies: Planning and Building Department, Code Compliance Division

14. **Avoid impacts to nesting raptors and migratory birds (Mitigation Measure 4A).** If construction occurs between February 1 and August 31, pre-construction surveys for nesting raptors and migratory birds shall be conducted pursuant to California Department of Fish and Wildlife requirements and according to the Migratory Bird Treaty Act. These surveys should be accomplished within **7 days** prior to commencement of grading activities. If a legally-protected species nest is located in a tree for removal, the removal shall be deferred until after August 31 or until the adults and young are no longer dependent on the nest, as determined by a qualified biologist.

If any active nests are located onsite, an appropriate no disturbance buffer zone shall be established around the nests, as determined by the qualified biologist. The biologist shall mark the buffer zone with construction tape or pin flags and maintain the buffer zone until the end of the breeding season or until the young have successfully fledged. Buffer

zones are 100 feet for migratory bird nests and 250 feet for raptor nests. If active nests are found in areas of work, a qualified biologist shall monitor nests weekly during construction to evaluate potential nesting disturbance by construction activities. If establishing the typical buffer zone is impractical, the qualified biologist may reduce the buffer depending on the species and daily monitoring is required to ensure that the nest is not disturbed and no forced fledging occurs. Daily monitoring shall occur until the qualified biologist determines that the nest is no longer occupied.

Timing: *Prior to issuance of the grading and improvement permits*

Reporting: *Approval of the grading and improvement permits*

Responsible Agency: *Nevada County Planning Department*

15. **Halt work and contact the appropriate agencies if cultural resources are discovered during project construction (Mitigation Measure 5A).** All equipment operators and employees involved in any form of ground disturbance shall be advised of the remote possibility of encountering subsurface cultural resources. If such resources are encountered or suspected, work shall be halted immediately and the Nevada County Planning Department shall be contacted. A professional archaeologist shall be retained by the developer and consulted to access any discoveries and develop appropriate management recommendations for archaeological resource treatment. If bones are encountered and appear to be human, California Law requires that the Nevada County Coroner and the Native American Heritage Commission be contacted and, if Native American resources are involved, Native American Organizations and individuals recognized by the County shall be notified and consulted about any plans for treatment. A note to this effect shall be included on the grading and construction plans for each phase of this project.

Timing: *Prior to issuance of the grading permits or improvement plans*

Reporting: *Agency approval of permits or plans*

Responsible Agency: *Nevada County Planning Department*

16. **Incorporate noise attenuation features to buffer neighboring residences (Mitigation Measure 12A).** Prior to approval of grading or building permits, the project shall incorporate design controls that assist in minimizing potential long-term operational noise impacts on the adjacent residence to the east and south. Sound protection features shall include a six-foot wall of CMU block or the equivalent sound dampening material. The final design shall be reviewed and approved by the Nevada County Planning Department, and if deemed necessary by the Planning Department, shall be reviewed for noise attenuation by a qualified noise specialist to ensure that noise will remain within levels allowable by the Nevada County Land Use and Development Code.

Timing: *Prior to issuance of the grading permits or building permits*

Reporting: *Agency approval of permits or plans*

Responsible Agency: *Nevada County Planning Department*

17. **Limit construction work hours to 7:00 AM to 7:00 PM (Mitigation Measure 12B).** During grading and construction, work hours shall be limited from 7:00 AM to 7:00 PM, Monday - Friday. Prior to issuance of grading and building permits, improvement plans shall reflect hours of construction.

Timing: *Prior to issuance of grading and building permits*

Reporting: *Agency approval of permits or plans*

Responsible Agency: Nevada County Planning Department

18. **Appropriately dispose of vegetative and toxic waste (Mitigation Measure 18A).** Neither stumps nor industrial toxic waste (petroleum and other chemical products) are accepted at the McCourtney Road transfer station and if encountered, shall be properly disposed of in compliance with existing regulations and facilities. This mitigation measure shall be included as a note on all grading and improvement plans, which shall be reviewed and approved by the Planning Department prior to permit issuance.

Timing: Prior to issuance of the grading permits or improvement plans

Reporting: Agency approval of permits or plans

Responsible Agency: Nevada County Planning Department

19. Within 15 days after project approval the applicant shall sign and file with the Nevada County Planning Department a defense and indemnity agreement, in a form approved by County Counsel. No further permits or approvals shall be issued for the project, including without limitation improvement plans, a grading permit or building permit, unless and until the applicant has fully complied with this condition.

B. BUILDING DEPARTMENT

1. Complete grading, erosion control, construction and utility plans shall be submitted for review at time of building/grading permit submittal in conformance with Nevada County Land Use Code Chapter V.
2. Two sets of wet stamped/signed complete geotechnical evaluation reports shall be submitted at time of building/grading permit submittal. A review letter from the geotechnical engineer shall also be provided stating they have reviewed the foundation plan and it is in the conformance with their geotechnical design.
3. All plans shall be designed and wet stamped/signed by a California Licensed Design professional (Architect and/or Engineer)
4. All exterior doors shall be accessible and be on an accessible route leading to accessible parking and/or a public way unless except per CBC 11B-206.4.1.
5. An accessible route of travel shall be provided from the building entrance and parking stall to the outdoor storage area. An accessible route of travel shall also be provided to the public way.
6. Driveway improvements shall be designed to accommodate future sidewalk, curb, and gutter construction. This requirement shall be reflected on improvement plans and reviewed and approved by the Nevada County Planning and Public Works Departments.
7. A complete code analysis shall be provided for the building showing allowable area, height, fire protection components, non-separated/separated uses, etc.
8. Completion of the County of Nevada Special Inspection Agreement will be required at the time of the building permit submittal for all required special inspections.

9. The building/improvements shall comply with all energy requirements (lighting, mechanical, envelope, etc.) per the 2013 California Energy Code. Applicable registered energy compliance documentation shall be provided at the time of the building permit submittal.
10. Firewalls shall be constructed for exterior walls located in proximity to property lines based on the building occupancy, construction type and location on property per the 2014 CBC (east wall will be required to be a firewall with a rating depending on the use and occupancy of the building).
11. Information will need to be provided on the plans indicating the type and amount of hazardous, flammable and explosive materials, gasses and liquids to determine what will be required per the 2013 CBC and CFC.
12. A complete plumbing fixture analysis per the 2013 California Plumbing Code shall be required for the minimum number of required bathrooms and plumbing fixtures.
13. Emergency egress shall be in compliance with the 2013 CBC Chapter 10 for allowable travel distances for one exit and minimum number of exits depending upon the total occupant load.
14. Any racking or shelving over 54" in height shall be included as part of the building plans and structural calculations shall be provided showing how they will be seismically secured.
15. All landscape and irrigation shall be in compliance with the 2013 CGBSC. Show all required information as part of the plans including, but not limited to irrigation controllers, sensors, types of equipment, metering, etc.
16. The electrical plans shall clearly indicate how the electrical will be in compliance with 2013 CEC Article 500 for hazardous locations.
17. A hot work program permit shall be obtained from the local fire department prior to final building certificate of occupancy.
18. Clearly show throughout the plans how the building and site will be in compliance with 2013 CFC Chapter 35 for Welding and Hot Work Operations.
19. **Prepare a final soils or geotechnical report for final grading and structural work (Mitigation 6A).** Prior to issuance of grading permits and improvement plans, a final soils or geotechnical report shall be prepared a licensed engineer and submitted to the Nevada County Building Department, and recommendations therein followed for all subsequent grading and structural work.
Timing: Prior to issuance of the grading permits and improvement plans
Reporting: Agency approval of permits or plans
Responsible Agency: Building Department

20. **Limit the grading season (Mitigation Measure 6B).** Grading plans shall include the time of year for construction activities. No grading shall occur after October 15 or before May 1 unless the Chief Building Inspector or his/her authorized agent determines project soil conditions to be adequate to accommodate construction activities.

Timing: Prior to issuance of the grading permits or improvement plans

Reporting: Agency approval of permits or plans

Responsible Agency: Building Department

21. **Prepare and implement an Erosion and Sediment Control Plan (Mitigation Measure 6C).** Prior to issuance of grading permits or improvement plans for all project related grading including road construction and drainage improvements, said permits or plans shall incorporate, at a minimum, the following erosion and sediment control measures:

1. During construction, Best Management Practices (BMPs) for temporary erosion control shall be implemented to control any pollutants that could potentially affect the quality of storm water discharges from the site. This SWPPP includes the implementation of BMPs for Erosion Control, Sediment Control, Tracking Control, Wind Erosion Control, Waste Management and Materials Pollution Control.
2. If applicable, topsoil shall be removed and stockpiled for later reuse prior to excavation activities. Topsoil shall be identified by the soil-revegetation specialist who will identify both extent and depth of the topsoil to be removed.
3. Upon completion of grading, stockpiled topsoil shall be combined with wood chips, compost and other soil amendments for placement on all graded areas. Revegetation shall consist of native seed mixes only. The primary objectives of the soil amendments and revegetation is to create site conditions that keep sediment on site, produce a stable soil surface, resist erosion and are aesthetically similar to the surrounding native forest ecosystem.
4. Geo-fabrics, jutes or other mats may be used in conjunction with revegetation and soil stabilization.

Timing: Prior to issuance of the grading permits or improvement plans

Reporting: Agency approval of permits or plans

Responsible Agency: Planning Department and Building Department

22. **Comply with energy efficiency standards (Mitigation 7A).** Prior to issuance of grading and building permits, the design of the project shall comply with the following standards:

1. Orient buildings to take advantage of solar access for passive lighting, heating, and cooling options.
2. Permanent installed lighting is high efficiency and has required controls.
3. Incorporate daylighting and proper placement of high efficiency, low emissivity windows and skylights to take advantage of natural light.
4. Utilize energy efficient appliances, including the highest efficiency water heaters and incorporate solar water heaters where appropriate.
5. Use renewable energy technologies where cost effective.
6. Specify energy efficient mechanical systems and energy management control systems for heating, cooling, and ventilation systems.

Timing: Prior to issuance of grading and building permits

Reporting: Approval of grading and improvement permits

Responsible Agency: Building Department

C. DEPARTMENT OF PUBLIC WORKS

1. Prior to building permit issuance, the applicant shall pay all applicable traffic impact fees
2. Prior to issuing a building permit, the applicant shall prepare a drainage report. The report shall document the net increase in impervious surface and ensure that the project is adequately accounting for increased stormwater runoff and that the net runoff is equal to or less than pre-existing conditions based on calculations of the 10 and 100-year event.
3. Prior to issuance of a building permit, the applicant shall obtain an encroachment permit and construct a commercial approach in accordance with Land Use Development Standards, Drawing No. B-4. Approach width shall be designed to accommodate truck turning movement for trucks and oversized vehicles. Landscape and existing trees shall be designed and trimmed to assure proper sight distance.
4. Improvement plans shall include an oil/water separator in the proposed storm drainage system. The separator shall be installed prior to plan approval.

D. ENVIRONMENTAL HEALTH DEPARTMENT

1. Prior to building permit issuance, apply for and receive approval of a permit to install an onsite sewage disposal system. The sewer system shall be designed to connect to a public system in future. This requirement shall be reflected on improvement plans and reviewed and approved by the Environmental Health and Public Works Departments.
2. Prior to approval for occupancy, obtain final approval for the sewage disposal system.
3. Prior to approval for occupancy, submit proof of service from the Nevada Irrigation District.
4. Prior to approval for occupancy, provide an acceptable inventory statement of materials considered hazardous or of concern for health and safety, that are to be used, stored or generated specific to the proposed facility activities.
5. Prior to approval for occupancy, provide adequate construction, number and size of solid waste receptacles. Provide at least weekly solid waste removal services.

E. NEVADA COUNTY CONSOLIDATED FIRE DISTRICT

1. Fire flow requirements for each building is a minimum 1,500 gallons per minute. Two fire hydrants will be required to meet this flow. The fire hydrant located at the driveway entrance will meet the requirement for one of the hydrants. If there is another public fire

located within 500 feet of the project and there is clear access, that fire hydrant may be considered. If not, an onsite fire hydrant may be required. This item needs to be coordinated with the Fire District along with the County Fire Marshall.

3. The applicant shall provide in writing information from the Nevada Irrigation District listing the available fire flow in the area. A copy of this letter shall be submitted to the Fire District for review and approval.
4. Installation of the large tanks shall meet the requirements of NFPA 58 and the California Fire Code.
5. Prior to issuance of a building permit, applicant shall submit a Fire Protection Plan in compliance with LUDC Section L-II 4.3.18.C.4 to be approved by the Nevada County Consolidated Fire District and the County Fire Protection Planner. The approved original shall be kept on file at the County Planning Department and an approved copy shall be provided to and kept on file with NCCFD.
6. The Fire District has adopted development fees for new construction and fees for services provided by the Fire Prevention Bureau. Fees for service provided by the Fire Prevention Bureau shall be paid at the time services are rendered. The Fire District's approval of this application is not valid until all plan review fees have been paid.

F. NORTHERN SIERRA AIR QUALITY MANAGEMENT DISTRICT

1. **Implement dust control measures (Mitigation Measure 3A).** Prior to the approval of any grading and building permits, to reduce impacts of short-term construction, all future development permits shall comply with the following standards to the satisfaction of the NSAQMD, which shall be noted on all construction plans:
 - a. Alternatives to open burning of vegetation material on the project site shall be used by the project applicant unless deemed infeasible to the Air Pollution Control Officer (APCO). Among suitable alternatives is chipping, mulching, or conversion to biomass fuel.
 - b. The applicant shall implement all dust control measures in a timely manner during all phases of project development and construction.
 - c. All material excavated, stockpiled or graded shall be sufficiently watered, treated or converted to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or a violation of an ambient air standard. Watering should occur at least twice daily, with complete site coverage.
 - d. All areas (including unpaved roads) with vehicle traffic shall be watered or have dust palliative applied as necessary for regular stabilization of dust emissions.
 - e. All land clearing, grading, earth moving, or excavation activities on a project shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph.
 - f. All on-site vehicle traffic shall be limited to a speed of 15 mph on unpaved roads.

- g. All inactive disturbed portions of the development site shall be covered, seeded or watered until a suitable cover is established. Alternatively, the applicant shall be responsible for applying non-toxic soil stabilizers to all inactive construction areas.
- h. All material transported off-site shall be either sufficiently watered or securely covered to prevent public nuisance.
- i. Paved streets adjacent to the project shall be swept or washed at the end of each day, or as required to remove excessive accumulation of silt and/or mud which may have resulted from activities at the project site.
- j. If serpentine or ultramafic rock is discovered during grading or construction the District must be notified no later than the next business day and the California Code of Regulations, Title 17, Section 9315 applies.

Timing: *Prior to issuance of the grading permits or improvement plans*

Reporting: *Approval of the grading permit or improvement plans*

Responsible Agency: *Northern Sierra Air Quality Management District*

- 2. **Reporting of Potential Air Polluting Processes and Substances.** Prior to approval for occupancy, the applicant shall contact the Northern Sierra Air Quality Management District regarding the possible need for an Authority to Construct/Permit to Operate and provide a description of the manufacturing processes and any potential air pollution sources. Applicant shall provide documentation to the Nevada County Planning Department that NSAQMD permits have been obtained or are not required.

G. CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

- 1. Pursuant to Section 21089 of the California Public Resource Code and Section 711.4 et. seq. of the California Fish & Game Code, a fee in the amount of \$2,210.25 must be paid as a condition of filing the Notice of Determination for this project. This fee must be submitted to the Planning Department within 10 days of the permit approval with the check made payable to the County Clerk, County of Nevada. Without payment of this fee, the 30-day Statute of Limitations on court challenges to this project's approved environmental document will remain open, which could affect the permit validity. This fee is required to be collected on behalf of the State Department of Fish & Wildlife; it is not for County purposes.

**NEVADA COUNTY, CALIFORNIA
INITIAL STUDY**

To:	County Counsel* Nevada County Building Dept. Nevada County Public Works Dept. Nevada County Environmental Health Dept Nevada County Transit Services Nevada County Transportation Commission Nevada County Airport Manager Nevada County LAFCo Nevada County Consolidated Fire District Nevada Irrigation District Northern Sierra Air Quality Mgt. Dist. Nevada County ALUC Caltrans—Aeronautics Nevada County Fire Protection Planner California Dept. of Fish & Wildlife Central Valley Water Quality Control Board	Native American Heritage Comm. Tsi-Akim Maidu- Coney & Ryberg Washoe Tribe of Nevada and California UAIC- Whitehouse, Moore, Guerrero City of Grass Valley Federal Aviation Administration AT&T PG&E FREED Nevada County Economic Resource Council Wawona Madrono HOA Friends of Nevada City Rural Quality Coalition District I Supervisor Principal Planner
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*receive full report, others NOA only

Date: July 14, 2017

Project Title: Northern Sierra Propane

File Number(s): PLN16-0072, DVP16-8, EIS16-0002

Project Location: 13145 Loma Rica Drive, Grass Valley in the Loma Rica Industrial Area

Assessor's Parcel Numbers: 06-920-10

Prepared by: JD Trebec, Associate Planner
Nevada County Planning Department
950 Maidu Avenue, Suite 170
Nevada City, CA 95959
(530) 470-2488
Email: jd.trebec@co.nevada.ca.us

Applicant: Kevin Nelson
18881 Wildflower Drive
Penn Valley, CA 95946

Owner: Kirk Koslin
2410 Michelle Drive
Sacramento, CA 95821

Zoning District: Light Industrial-Site Performance (M1-SP)

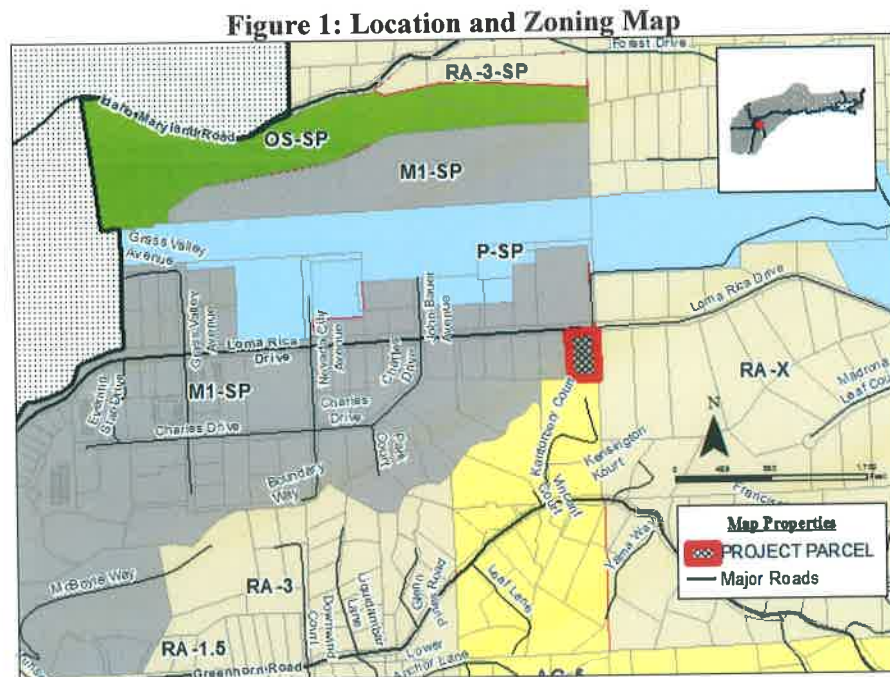
General Plan Designation: Industrial (IND)

Project Location and Setting: The project site is part of the Loma Rica Drive Industrial Area Plan in unincorporated western Nevada County, approximately 2.5 miles southeast of Nevada City and a half mile east of Grass Valley. The industrial use of the area originated with the creation of the Loma Rica Industrial Park Subdivision in 1960 which sought to integrate industry with the existing Nevada County

Air Park. The area was zoned industrial in 1965 (LRDIAP, 2008) and is designated Industrial on the General Plan land use maps. This particular parcel was created in 1975 with the subdivision of Lot 13 of the Loma Rica Industrial Park.

In 2008, the parcel's zoning was changed to Light Industrial - Site Performance (MI-SP) when the County adopted the Loma Rica Drive Industrial Area Plan (LRDIAP) for the 474 acres surrounding the newly designated Nevada County Airport. The LRDIAP is within the City of Grass Valley's long-term Sphere of Influence which includes the M1-SP, P-SP, and OS-SP zoned areas shown in Figure 1. This area has been recognized by the County of Nevada as "an integral western County business hub and employment center, serving as the largest business center allowing general industrial use within the unincorporated area of the county" (LRDIAP, 2008). The area plan's goals include evaluating development potential and constraints for clean industry, identifying benefits of the Nevada County Airport, and developing design standards.

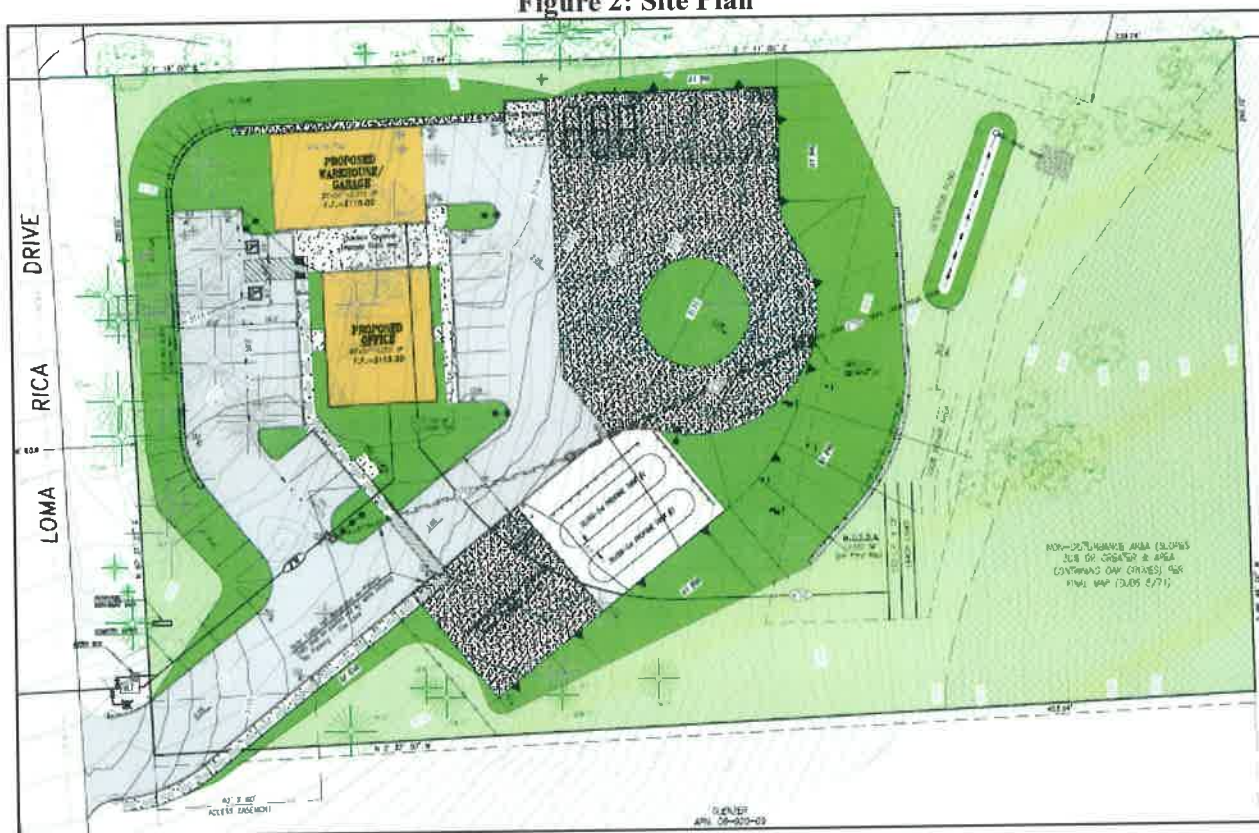
The Nevada County Airport is about 800 feet north of the proposed project which puts it within the Nevada County Airport Land Use Compatibility Plan as well. The Wawona Madrono residential subdivision is immediately to the east and General Agricultural (AG) zoned land is south of the project parcel (Figure 1). The closest residence is about 200 feet to the southeast of the proposed development. The eastern portion of the LRDIAP was annexed by the City of Grass Valley in 2012. The Loma Rica Ranch specific plan for the annexed area proposes mixed-use development including single family and multi-family units along with commercial properties. Grass Valley's Loma Rica Ranch specific plan area is about a 0.75 mile east of the proposed project.



The project parcel is the easternmost of three undeveloped lots at the east end of the industrial subdivision adjacent to the airport. The parcel drops away from Loma Rica Drive moderately and then more steeply reaching a slope of over 30% at the very south end of the parcel. The natural vegetative cover of the property consists mostly of cedar trees with a few scattered oaks and pines along Loma Rica Drive at the north end and black oak grove at the lower south end. The project drains through sheet flow down toward the Rattlesnake Ditch within the Deer Creek Watershed. There is no agricultural or forestry use at the project site or in the immediate area.

Project Description: The proposed Development Permit would allow the construction and operation of a propane distribution business consisting of a 2,000-square foot office, 2,016-square foot warehouse, and 2,500-square foot outdoor storage area with two 30,000-gallon propane tanks for a propane business. The office and warehouse would each have a dark green seamed metal roof, brown plank lap siding, and corrugated metal wainscoting. The office would be approximately 17 feet high and the warehouse would be less than 23 feet high. Seventeen public and employee parking spaces will be provided, ten in front of the business and seven in the rear, with two ADA accessible spaces, and a van/car pool space included. A six-foot tall solid wall would screen parking in the rear for eight company trucks from residences to the north and east. Five pole-mounted lights less than fifteen feet tall are proposed: two at the corners of the front parking area and three in the rear. A 14-square foot monument sign is proposed at the entrance. Approximately 6,000 cubic yards of material will be excavated and used as fill onsite. The project would cover a third of the parcel with impervious surfaces including the buildings, pavement, curbs, walkways, and gravel. The remainder of the parcel coverage would consist of approximately 20 percent landscaping and approximately 48 percent open space.

Figure 2: Site Plan



The objective of the project is to construct a new propane distribution facility on undeveloped land within the Loma Rica Industrial Area. The new development would allow for an expansion of the existing Northern Sierra Propane business. The business currently operates at a smaller site approximately 1,150 feet away and closer to the airport runway. The current location offers limited office and storage capacity and is hindering the ability of the business to grow. With few other industrially-zoned areas available in the county, alternative locations for the business are limited. Remaining within the centrally-located Loma Rica Drive Industrial Area is the most feasible location for relocating the business.

Relationship to Other Projects

An 18,700-square foot industrial condo building with 10 separate tenant units was initially approved in 2006 for the parcel. It was extended in 2009, but not developed before the permit expired. In 2013, essentially the same project was submitted with required updated environmental information. The project was again approved in 2015, but never built.

Other Permits Which May Be Necessary: Based on initial comments received, the following permits may be required from the designated agencies:

1. Grading and building permits – Nevada County Building Dept.
2. County road encroachment permit – Nevada County Public Works Dept.
3. Sewage disposal and hazardous material permits – Nevada County Environmental Health Dept.
4. Storm Water Pollution Prevention Plan – Central Valley Regional Water Quality Control Board
5. Dust control and operations permits - Northern Sierra Air Quality Management District

SUMMARY OF IMPACTS and PROPOSED MITIGATION MEASURES

Environmental Factors Potentially Affected: All of the following environmental factors have been considered. Those environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Less Than Significant with Mitigation" as indicated by the checklist on the following pages.

—	1. Aesthetics	—	2. Agriculture / Forestry Resources	✓	3. Air Quality
✓	4. Biological Resources	✓	5. Cultural Resources	✓	6. Geology / Soils
✓	7. Greenhouse Gas Emissions	—	8. Hazards / Hazardous Materials	—	9. Hydrology / Water Quality
—	10. Land Use / Planning	—	11. Mineral Resources	✓	12. Noise
—	13. Population / Housing	—	14. Public Services	—	15. Recreation
—	16. Transportation / Circulation	—	17. Tribal Cultural Resources	✓	18. Utilities / Service Systems
—	19. Mandatory Findings of Significance				

Summary of Impacts and Recommended Mitigation Measures:

3. **AIR QUALITY.** To offset the potential air quality impacts associated with the project operation and construction activities, the following mitigation measures shall be required:

Mitigation Measure 3A: Implement dust control measures. Prior to the approval of any grading and building permits, to reduce impacts of short-term construction, all future development permits shall

comply with the following standards to the satisfaction of the NSAQMD, which shall be noted on all construction plans:

1. Alternatives to open burning of vegetation material on the project site shall be used by the project applicant unless deemed infeasible to the Air Pollution Control Officer (APCO). Among suitable alternatives is chipping, mulching, or conversion to biomass fuel.
2. The applicant shall implement all dust control measures in a timely manner during all phases of project development and construction.
3. All material excavated, stockpiled or graded shall be sufficiently watered, treated or converted to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or a violation of an ambient air standard. Watering should occur at least twice daily, with complete site coverage.
4. All areas (including unpaved roads) with vehicle traffic shall be watered or have dust palliative applied as necessary for regular stabilization of dust emissions.
5. All land clearing, grading, earth moving, or excavation activities on a project shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph.
6. All on-site vehicle traffic shall be limited to a speed of 15 mph on unpaved roads.
7. All inactive disturbed portions of the development site shall be covered, seeded or watered until a suitable cover is established. Alternatively, the applicant shall be responsible for applying non-toxic soil stabilizers to all inactive construction areas.
8. All material transported off-site shall be either sufficiently watered or securely covered to prevent public nuisance
9. Paved streets adjacent to the project shall be swept or washed at the end of each day, or as required to remove excessive accumulation of silt and/or mud which may have resulted from activities at the project site.
10. If serpentine or ultramafic rock is discovered during grading or construction the District must be notified no later than the next business day and the California Code of Regulations, Title 17, Section 9315 applies.

Timing: *Prior to Issuance of the grading permits or improvement plans*

Reporting: *Approval of the grading permit or improvement plans*

Responsible Agency: *Northern Sierra Air Quality Management District*

Mitigation Measure 3B: Minimize Construction Equipment Idling. In order to reduce emissions from construction equipment, the applicant shall include the following standard note on the grading and improvement plans: "During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment. Signs shall be posted in the designated queuing areas of the construction site to remind off-road equipment operators that idling is limited to a maximum of 5 minutes. Idling of construction-related equipment and construction related vehicles is not recommended within 1,000 feet of any sensitive receptor."

Timing: *Prior to issuance of the grading permits/During construction*

Reporting: *Planning Department approval of grading permits/Compliant drive*

Monitoring: *Building Department inspections/Public complaints*

Responsible Agencies: *Planning and Building Department, Code Compliance Division*

4. **BIOLOGICAL RESOURCES.** To offset the potential biological impacts associated with the project construction, the following mitigation measures shall be required:

Mitigation Measure 4A: Avoid impacts to nesting raptors and migratory birds. If construction occurs between February 1 and August 31, pre-construction surveys for nesting raptors and migratory birds shall be conducted pursuant to California Department of Fish and Wildlife requirements and according to the Migratory Bird Treaty Act. These surveys should be accomplished within **7 days** prior to commencement of grading activities. If a legally-protected species nest is located in a tree for removal,

the removal shall be deferred until after August 31 or until the adults and young are no longer dependent on the nest, as determined by a qualified biologist.

If any active nests are located onsite, an appropriate no disturbance buffer zone shall be established around the nests, as determined by the qualified biologist. The biologist shall mark the buffer zone with construction tape or pin flags and maintain the buffer zone until the end of the breeding season or until the young have successfully fledged. Buffer zones are 100 feet for migratory bird nests and 250 feet for raptor nests. If active nests are found in areas of work, a qualified biologist shall monitor nests weekly during construction to evaluate potential nesting disturbance by construction activities. If establishing the typical buffer zone is impractical, the qualified biologist may reduce the buffer depending on the species and daily monitoring is required to ensure that the nest is not disturbed and no forced fledging occurs. Daily monitoring shall occur until the qualified biologist determines that the nest is no longer occupied.

Timing: Prior to issuance of the grading and improvement permits

Reporting: Approval of the grading and improvement permits

Responsible Agency: Nevada County Planning Department

5. **CULTURAL RESOURCES.** To offset potentially adverse cultural or historical resources impacts associated with the proposed activities on site, the following mitigation measure shall be required:

Mitigation Measure 5A: Halt work and contact the appropriate agencies if cultural resources are discovered during project construction. All equipment operators and employees involved in any form of ground disturbance shall be advised of the remote possibility of encountering subsurface cultural resources. If such resources are encountered or suspected, work shall be halted immediately and the Nevada County Planning Department shall be contacted. A professional archaeologist shall be retained by the developer and consulted to access any discoveries and develop appropriate management recommendations for archaeological resource treatment. If bones are encountered and appear to be human, California Law requires that the Nevada County Coroner and the Native American Heritage Commission be contacted and, if Native American resources are involved, Native American Organizations and individuals recognized by the County shall be notified and consulted about any plans for treatment. A note to this effect shall be included on the grading and construction plans for each phase of this project.

Timing: Prior to issuance of the grading permits or improvement plans

Reporting: Agency approval of permits or plans

Responsible Agency: Nevada County Planning Department

6. **GEOLOGY AND SOILS.** To offset the potential for adverse soils or erosion impacts to result from project grading and construction activities, the following mitigation measures shall be required:

Mitigation Measure 6A: Limit the grading season. Grading plans shall include the time of year for construction activities. No grading shall occur after October 15 or before May 1 unless the Chief Building Inspector or his/her authorized agent determines project soil conditions to be adequate to accommodate construction activities.

Timing: Prior to issuance of the grading permits or improvement plans

Reporting: Agency approval of permits or plans

Responsible Agency: Building Department

Mitigation Measure 6B: Prepare and implement an Erosion and Sediment Control Plan. Prior to issuance of grading permits or improvement plans for all project related grading including road construction and drainage improvements, said permits or plans shall incorporate, at a minimum, the following erosion and sediment control measures:

1. During construction, Best Management Practices (BMPs) for temporary erosion control shall be implemented to control any pollutants that could potentially affect the quality of storm water discharges from the site. This SWPPP includes the implementation of BMPs for Erosion Control, Sediment Control, Tracking Control, Wind Erosion Control, Waste Management and Materials Pollution Control.
2. If applicable, topsoil shall be removed and stockpiled for later reuse prior to excavation activities. Topsoil shall be identified by the soil-revegetation specialist who will identify both extent and depth of the topsoil to be removed.
3. Upon completion of grading, stockpiled topsoil shall be combined with wood chips, compost and other soil amendments for placement on all graded areas. Revegetation shall consist of native seed mixes only. The primary objectives of the soil amendments and revegetation is to create site conditions that keep sediment on site, produce a stable soil surface, resist erosion and are aesthetically similar to the surrounding native forest ecosystem.
4. Geo-fabrics, jutes or other mats may be used in conjunction with revegetation and soil stabilization.

Timing: *Prior to issuance of the grading permits or improvement plans*

Reporting: *Agency approval of permits or plans*

Responsible Agency: *Planning Department and Building Department*

7. **GREENHOUSE GAS EMISSIONS:** To reduce impacts associated with increases in CO2 emissions, the following mitigation measures shall be required:

Mitigation 7A: Comply with energy efficiency standards. Prior to issuance of grading and building permits, the design of the project shall comply with the following standards:

1. Orient buildings to take advantage of solar access for passive lighting, heating, and cooling options.
2. Permanent installed lighting is high efficiency and has required controls.
3. Incorporate daylighting and proper placement of high efficiency, low emissivity windows and skylights to take advantage of natural light.
4. Utilize energy efficient appliances, including the highest efficiency water heaters and incorporate solar water heaters where appropriate.
5. Use renewable energy technologies where cost effective.
6. Specify energy efficient mechanical systems and energy management control systems for heating, cooling, and ventilation systems.

Timing: *Prior to issuance of grading and building permits*

Reporting: *Approval of grading and improvement permits*

Responsible Agency: *Building Department*

12. **NOISE.** To offset the potential for noise impacts on the nearest residence, the following mitigation measures shall be required:

Mitigation Measure 12A: Incorporate noise attenuation features to buffer neighboring residences. Prior to approval of grading or building permits, the project shall incorporate design controls that assist in minimizing potential long-term operational noise impacts on the adjacent residence to the east and south. Sound protection features shall include a six-foot wall of CMU block or the equivalent sound dampening material. The final design shall be reviewed and approved by the Nevada County Planning Department, and if deemed necessary by the Planning Department, shall be reviewed for noise attenuation by a qualified noise specialist to ensure that noise will remain within levels allowable by the Nevada County Land Use and Development Code.

Timing: *Prior to issuance of the grading permits or building permits*

Reporting: *Agency approval of permits or plans*

Responsible Agency: *Nevada County Planning Department*

Mitigation Measure 12B: Limit construction work hours to 7:00 AM to 7:00 PM. During grading and construction, work hours shall be limited from 7:00 AM to 7:00 PM, Monday - Friday. Prior to issuance of grading and building permits, improvement plans shall reflect hours of construction.

Timing: *Prior to issuance of grading and building permits*

Reporting: *Agency approval of permits or plans*

Responsible Agency: *Nevada County Planning Department*

18. **UTILITIES/SERVICE SYSTEMS.** To offset potentially adverse impacts related to construction waste, the following mitigation measure is recommended:

Mitigation Measure 18A: Appropriately dispose of vegetative and toxic waste. Neither stumps nor industrial toxic waste (petroleum and other chemical products) are accepted at the McCourtney Road transfer station and if encountered, shall be properly disposed of in compliance with existing regulations and facilities. This mitigation measure shall be included as a note on all grading and improvement plans, which shall be reviewed and approved by the Planning Department prior to permit issuance.

Timing: *Prior to issuance of the grading permits or improvement plans*

Reporting: *Agency approval of permits or plans*

Responsible Agency: *Nevada County Planning Department*

Mitigation Monitoring Matrix:

MEASURE #	MONITORING AUTHORITY	IMPLEMENTATION TIMING
3A	Northern Sierra Air Quality Management District	Prior to issuance of grading and improvement permits and during construction activities
3B	Planning and Building Departments	Prior to issuance of grading and improvement permits and during grading
4A	Planning Department	Prior to approval of grading and improvement permits
5A	Planning Department	Prior to issuance of grading and improvement permits
6A-B	Planning Department and Public Works Department	Prior to issuance of grading and improvement permits
7A	Building Department	Prior to building and improvement permit issuance
12A-B	Planning Department	Prior to building, grading, and improvement permit issuance
18A	Planning Department	Prior to issuance of grading and improvement permits

INITIAL STUDY AND CHECKLIST

Introduction

This checklist is to be completed for all projects that are not exempt from environmental review under the California Environmental Quality Act (CEQA). The information, analysis and conclusions contained in the checklist are the basis for deciding whether an Environmental Impact Report (EIR) or Negative Declaration is to be prepared. If an EIR is determined to be necessary based on the conclusions of the Initial Study, the checklist is used to focus the EIR on the effects determined to be potentially significant. This Initial Study uses the following terms to describe the level of significance of adverse impacts. These terms are defined as follows.

- **No Impact:** An impact that would result in no adverse changes to the environment.
- **Less than Significant Impact:** An impact that is potentially adverse but does not exceed the thresholds of significance as identified in the impact discussions. Less than significant impacts do not require mitigation.
- **Less than Significant with Mitigation:** An environmental effect that may cause a substantial adverse change in the environment without mitigation, but which is reduced to a level that is less than significant with mitigation identified in the Initial Study.
- **Potentially Significant Impact:** An environmental effect that may cause a substantial adverse change in the environment; either additional information is needed regarding the extent of the impact to make the significance determination, or the impact would or could cause a substantial adverse change in the environment. A finding of a potentially significant impact would result in the determination to prepare an EIR.

1. AESTHETICS

Existing Setting: Located on the main thoroughfare of Loma Rica Drive, the project site is part of the Loma Rica Drive Industrial Area making it subject to the Loma Rica Drive Industrial Area Plan (LRDIAP) Design Guidelines, as well as the Western Nevada County Design Guidelines and County landscaping standards. Applicable LRDIAP Design Guidelines include use of durable materials like corrugated metal and concrete block though bare metal, reflective surfaces, and brightly colored glazed tiles should be avoided. New structures should be compatible with surrounding construction and appropriate colors for structures in the area include earth tones and raw materials such as stone, brick and hardwood. Brighter colors should be limited to trim so long as the colors are not jarring or too intense.

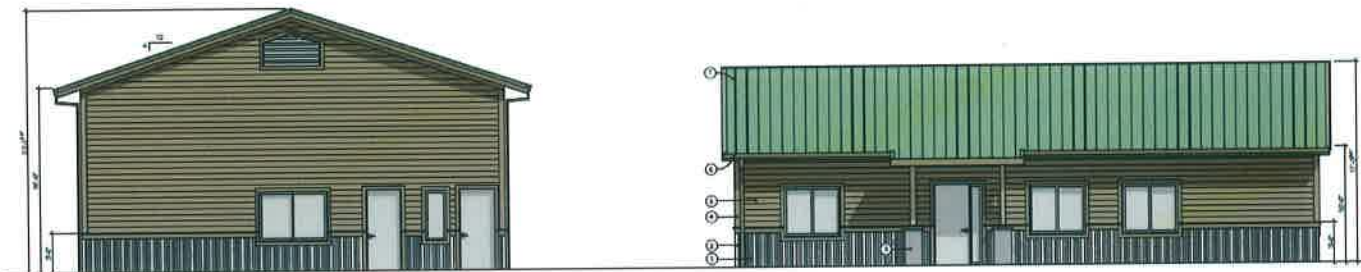
Most other parcels on Loma Rica Drive have been developed providing a point of reference for a design comparison. There are several structures east of Charles Drive near the proposed project site including a self-storage and electronics manufacturing businesses. All are screened from the road to some extent by pines and other trees. The structures are natural colors like tan and green. Most have peaked roofs. Architectural details like cornices and awnings are present. Materials are non-reflective metals and wood.

The undeveloped parcel lies in a zone of mixed oak woodlands and lower montane forest on a south facing slope. The parcel drops away from Loma Rica Drive moderately and then more steeply reaching a slope of over 30% at the very south end of the parcel. Currently, the tree cover along Loma Rica Drive consists mostly of cedar with a few scattered oaks and pines.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Result in demonstrable, negative, aesthetic effects on scenic vistas or views open to the public?			✓		A, 19, 23
b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				✓	A
c. Substantially degrade the existing visual character or quality of the site and its surroundings?			✓		A, 19, 23
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			✓		A
e. Create a visually incompatible structure within a designated historic district?				✓	18

Impact Discussion 1a,c: The Loma Rica Drive Industrial Area Plan has design guidelines regarding materials, features and colors of structures to determine compatibility with surrounding development. The proposed building would have brown plank siding, a seamed metal roof colored dark green, and corrugated wainscoting. Shed roofs would be added over the entrances facing the street to break the mass of the large structure. This meets the design guidelines and is compatible with neighboring development which is largely corrugated metal industrial structures similarly colored in browns and greens (Figure 3).

Figure 3: Elevation



The proposed project site is currently covered in cedar, fir, and pine trees at the north becoming dominated by black oak at the lower south end of the parcel. The landscaping would consist of cedar and other conifers to screen the project from the street. Additional planting of cedar trees and tall shrubs will soften the six-foot tall panel wall screening the business from adjacent residences to the east. Nearly half the parcel will remain as permanent open space which covers a large extent of the southern portion of the parcel which is steeply sloped and covered in black oak groves. By meeting design guidelines and providing adequate landscaping and open space, visual impacts of the proposed project would be *less than significant*.

Impact Discussion 1b: The project site is not located on a state scenic highway and does not house scenic resources. Therefore, there would be *no impact* related to damaging scenic resources on a state scenic highway.

Impact Discussion 1d: The nearest residential uses sensitive to light and glare in the project area are approximately 200 feet away from the proposed project site. The proposed plans for the project identify six pole-mounted lights for security; three in front, one on either side of the parking area and at the entry gate; three in the rear, one at either side of the rear parking area and one near the propane tanks. The pole mounted lights will not exceed fifteen feet in height. The Nevada County Zoning Code’s standards for exterior lighting require such lighting to be shielded and directed downward to minimize nighttime

lighting impacts. The Planning Department will condition the project to shield these lights pursuant to the Nevada County Lighting Ordinance. The lighting plan shows that no spillover light crosses any of the parcel boundaries. Additionally, a 6-foot high solid wooden panel wall would screen the southwest corner of the project which is closest to the residence. Therefore, light and glare impacts from the proposed development would be minimal with the implementation of development standards in the Nevada County Zoning Code and this impact is considered *less than significant*.

Impact Discussion 1e: There is no special historic zoning designation in place at or near this project site. The proposed project will result in *no impact* on any designated historic areas.

Mitigation: None required.

2. AGRICULTURAL/FORESTRY RESOURCES

Existing Setting: The project area is designated as Urban and Built-up Land and Other Land pursuant to data from the California Department of Conservation. The site does not contain any Important Farmlands or Timber Production Zones, nor is adjacent to either of these areas. Agricultural uses do not exist in the project area, and the project area contains neither Williamson Act contracts nor land zoned for agricultural or forest uses.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation’s Division of Land Resource Protection, to non-agricultural use?				✓	A, M, P, 7
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?				✓	A
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g)), timberland zoned Timberland Production Zone (per Section L-II 2.3.C of the Nevada County Land Use and Development Code)?				✓	A, 18
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓	N
e. Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				✓	A, M

Impact Discussion 2a-e: The project site is in an industrial area and does not contain any Important Farmlands as identified by the Farmland Mapping and Monitoring Program, nor is it zoned for agricultural use or under a Williamson Act contract. Lands to the south are zoned General Agricultural; however, they would be buffered from the project by approximately 60 to 120 feet of protected Landmark Oak Groves. Neither the project site nor surrounding lands are within a Timberland Production Zone and development of the industrially-zoned parcel will not affect forest use. No current

or potential agricultural or forest production use would be affected by this proposal therefore, it is determined that there would be *no impact* to agricultural or forest resources.

Mitigation: None required.

3. AIR QUALITY

Existing Setting: Nevada County is located in the Mountain Counties Air Basin. The overall air quality in Nevada County has improved over the past decade, largely due to vehicles becoming cleaner. State and Federal air quality standards have been established for specific “criteria” air pollutants including ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, and particulate matter. In addition, there are State standards for visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. State standards are called California Ambient Air Quality Standards (CAAQS) and federal standards are called National Ambient Air Quality Standards (NAAQS). NAAQS are composed of health-based primary standards and welfare-based secondary standards.

Western Nevada County is Marginal Nonattainment for the 1997 ozone NAAQS, with a “Finding of Attainment” based on three years of “clean” data. The area is also Marginal Nonattainment for the 2008 ozone NAAQS and is Nonattainment for the ozone CAAQS. Most of western Nevada County’s ozone is transported to the area by wind from the Sacramento area and, to a lesser extent, the San Francisco Bay Area. Ozone is created by the interaction of Nitrogen Oxides and Reactive Organic Gases (also known as Volatile Organic Compounds) in the presence of sunlight, especially when the temperature is high. Ozone is mainly a summertime problem, with the highest concentrations generally observed in July and August, especially in the late afternoon and evening hours.

Nevada County is also Nonattainment for the PM10 CAAQS, but Unclassified for the PM10 NAAQS due to lack of available recent data. The number after “PM” refers to maximum particle size in microns. PM10 is a mixture of dust, combustion particles (smoke) and aerosols, whereas PM2.5 is mostly smoke and aerosol particles. PM2.5 sources include woodstoves and fireplaces, vehicle engines, wildfires and open burning. PM10 sources include the PM2.5 plus dust, such as from surface disturbances, road sand, vehicle tires, and leaf blowers. Some pollen and mold spores are also included in PM10, but most are larger than 10 microns. All of Nevada County is Unclassifiable/Attainment for the PM2.5 NAAQS and Unclassified for the PM2.5 CAAQS.

Ultramafic rock and its altered form, serpentine rock (or serpentinite), both typically contain asbestos, a cancer-causing agent. Ultramafic rock and serpentine exist in several locations in Nevada County, mainly in the western half, but it is unlikely that these materials exist in the project area (Northern Sierra Air Quality Management District).

Please note that Greenhouse Gas Emissions are described in Section 7 below.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Result in substantial air pollutant emissions or deterioration of ambient air quality?		✓			G, 23
b. Violate any air quality standard or contribute to an existing or projected air quality violation?		✓			G, 23
c. Expose sensitive receptors to substantial pollutant concentrations?		✓			G
d. Create objectionable smoke, ash, or odors?		✓			G
e. Generate dust?		✓			G

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
f. Exceed any potentially significant thresholds adopted in County Plans and Goals?		✓			G, 23
g. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?		✓			G, 23

Impact Discussion 3a-g: The California Emissions Estimation Model (CalEEMod) provides a means to estimate potential emissions associated with both construction and operation of land use projects. Using the parameters specific to this proposed light industrial project, the CalEEMod identified potential increases in the pollutants of concern during various stages of the construction phase of the project (*CalEEMod Version 2013.2.2 2016*). Construction was assumed to occur over a year period to provide a conservative analysis. The highest amount in any given year over the life of construction was used, and the variables used were based on the development proposal.

As shown in Tables 1 and 2, none of the pollutants are anticipated to exceed thresholds established by NSAQMD either over short term construction activities or long term operational activities.

Table 1. Project Construction Air Quality Impacts

Pollutant	NSAQMD level A Threshold	Project Impact
NOx	>24 lbs/day	5.64 lbs/day (1.03 tons/yr)
ROG	>24 lbs/day	1.97 lbs/day (0.36 tons/yr)
PM10	>79 lbs/day	0.55 lbs/day (0.10 tons/yr)
CO	N/A	4.60 lbs/day (0.84 tons/yr)

Table 2. Project Operation Air Quality Impacts

Pollutant	NSAQMD level A Threshold	Project Impact
NOx	>24 lbs/day	0.55 lbs/day (0.10 tons/yr)
ROG	>24 lbs/day	0.93 lbs/day (0.17 tons/yr)
PM10	>79 lbs/day	0.16 lbs/day (0.03 tons/yr)
CO	N/A	1.86 lbs/day (0.34 tons/yr)

However, Nevada County’s 1995 General Plan, Chapter 14 Air Quality Element, identifies ozone and suspended particulate matter (PM-10) as known problems for the County’s air quality and even incremental increases in these pollutants may lead to cumulative impacts. Although PM10 is not anticipated to exceed the per diem threshold adopted by NSAQMD, this constituent should be mitigated to the extent possible as discussed under General Plan Objective 14.2. Mitigation Measure 3A implements dust control measures such as watering and stabilizing of excavated materials, slow vehicle speeds on-site, and halting work during windy periods.

Additionally, short-term project construction activities would have the potential to contribute both particulate matter and ozone precursors from dust and combustible sources related to construction

vehicles and equipment. NSAQMD recommends mitigation during the construction phase of this project including Mitigation Measure 3B requiring that diesel construction equipment not be idled for more than 5 minutes to prevent smoke and ozone precursors.

The proposed project would result in a temporary but incrementally small net increase in pollutants due to vehicle and equipment emissions and fugitive dust. However, Mitigation Measure 3A-B and compliance with the County's grading ordinance would reduce impacts to the extent possible so that the project would not contribute to a cumulatively considerable net increase for ozone and PM10, for which the County is in non-attainment. Therefore, this impact is *less than significant with mitigation*.

Mitigation: To offset the potential air quality impacts associated with the project construction activities, the following mitigation measures shall be required:

Mitigation Measure 3A: Implement dust control measures. Prior to the approval of any grading and building permits, to reduce impacts of short-term construction, all future development permits shall comply with the following standards to the satisfaction of the NSAQMD, which shall be noted on all construction plans:

1. Alternatives to open burning of vegetation material on the project site shall be used by the project applicant unless deemed infeasible to the Air Pollution Control Officer (APCO). Among suitable alternatives is chipping, mulching, or conversion to biomass fuel.
2. The applicant shall implement all dust control measures in a timely manner during all phases of project development and construction.
3. All material excavated, stockpiled or graded shall be sufficiently watered, treated or converted to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or a violation of an ambient air standard. Watering should occur at least twice daily, with complete site coverage.
4. All areas (including unpaved roads) with vehicle traffic shall be watered or have dust palliative applied as necessary for regular stabilization of dust emissions.
5. All land clearing, grading, earth moving, or excavation activities on a project shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph.
6. All on-site vehicle traffic shall be limited to a speed of 15 mph on unpaved roads.
7. All inactive disturbed portions of the development site shall be covered, seeded or watered until a suitable cover is established. Alternatively, the applicant shall be responsible for applying non-toxic soil stabilizers to all inactive construction areas.
8. All material transported off-site shall be either sufficiently watered or securely covered to prevent public nuisance
9. Paved streets adjacent to the project shall be swept or washed at the end of each day, or as required to remove excessive accumulation of silt and/or mud which may have resulted from activities at the project site.
10. If serpentine or ultramafic rock is discovered during grading or construction the District must be notified no later than the next business day and the California Code of Regulations, Title 17, Section 9315 applies.

Timing: *Prior to Issuance of the grading permits or improvement plans*

Reporting: *Approval of the grading permit or improvement plans*

Responsible Agency: *Northern Sierra Air Quality Management District*

Mitigation Measure 3B: Minimize Construction Equipment Idling. In order to reduce emissions from construction equipment, the applicant shall include the following standard note on the grading and improvement plans: "During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment. Signs shall be posted in the designated queuing areas of the construction site to remind off-road equipment operators that idling is limited to a maximum of 5

minutes. Idling of construction-related equipment and construction related vehicles is not recommended within 1,000 feet of any sensitive receptor.”

Timing: *Prior to issuance of the grading permits/During construction*

Reporting: *Planning Department approval of grading permits/Compliant drive*

Responsible Agencies: *Planning and Building Department, Code Compliance Division*

4. BIOLOGICAL RESOURCES

Existing Setting: The proposed project is at the border of an industrial area characterized by roads, airport uses, industrial and commercial areas. It is one of three undeveloped parcels at the east edge of the industrial area across Loma Rica Drive from the Nevada County Airport. The undeveloped land is south sloping and wooded with lower montane conifer forest, chaparral, and black oak groves. The mixed conifer forest covers the northern two-thirds of the parcel and is dominated by Ponderosa pine and incense cedar interspersed with Douglas fir, madrone, and black oak. The northwest quarter of the parcel is predominantly manzanita chaparral with a number of invasive species including non-native grasses and scotch broom. The southern third of the parcel is steeply sloped and covered in black oak groves. The elevation ranges from approximately 3120 Mean Sea Level (MSL) along Loma Rica Drive to 3040 MSL at the south end. The project drains down toward the Rattlesnake Ditch which is a tributary of Deer Creek within the Yuba River Watershed.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓			L, 19
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?			✓		19
c. Result in a substantial reduction in the extent, diversity, or quality of native vegetation, including brush removal for fire prevention and flood control improvements?			✓		19
d. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓		L, 19
e. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓		L,19
f. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓		A, 2, 19

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
g. Introduce any factors (light, fencing, noise, human presence and/or domestic animals), which could hinder the normal activities of wildlife?			✓		A, L, 19

Impact Discussion 4a: A biological inventory was prepared by Tina Costella dating September 15, 2014 updating a previous inventory by LSA and Associates from 2005. The original inventory conducted a search of databases maintained by various resource organizations including the California Native Plant Society, US Fish and Wildlife Service, and California Department of Fish and Wildlife Department to identify seventeen sensitive species with a potential to occur in the area. The 2014 update included field surveys for the identified species. The original list includes the following special-status species:

Species	Status
Plants	
Brandegee's clarkia (<i>Clarkia biloba</i> ssp. <i>Brandegeae</i>)	CNPS List 1B
Wildlife	
Greater western mastiff bat (<i>Eumops perotis californicus</i>)	Federal species of concern State species of special concern
Pale big-eared bat (<i>Corynorhinus townsendii pallewscans</i>)	Federal species of concern State species of special concern
Spotted bat (<i>Euderma maculatum</i>)	Federal species of concern
Small-footed myotis bat (<i>Myotis cilioabrum</i>)	Federal species of concern
Long-eared myotis bat (<i>Myotis evotis</i>)	Federal species of concern
Fringed myotis bat (<i>Myotis thysanodes</i>)	Federal species of concern
Yuma myotis bat (<i>Myotis yumanensis</i>)	Federal species of concern
Northern goshawk (<i>Accipiter gentilis</i>)	Federal species of concern
Sharp-shinned hawk (<i>Accipiter striatus</i>)	State species of special concern
Oak titmouse (<i>Baeolophus inornatus</i>)	Federal species of local concern
Lawrence's goldfinch (<i>Carduelis lawrencei</i>)	Federal species of concern
Vaux's swift (<i>Cahetura vauxi</i>)	Federal species of concern State species of concern
Lewis's woodpecker (<i>Melanerpes lewis</i>)	Federal species of concern
White-headed woodpecker (<i>Picoides albolarvatus</i>)	Federal species of local concern
Rufous hummingbird (<i>Selasphorus rufus</i>)	Federal species of concern
California horned lizard (<i>Phrynosoma coronatum frontale</i>)	State species of concern

One special-status plant species, Brandegee's clarkia was determined to have the potential to occur on the property identified in the Biological Inventory conducted by LSA in 2005. The recommended mitigation was a spring survey for the species. The updated inventory states that a spring and summer survey for special-status plants was conducted in 2013 and the biologist states that no Brandegee's clarkia were observed and they are unlikely to be found at the site due to competition with non-native invasive grasses. The site was also surveyed for California horned lizard which can occur in chaparral areas, but none were observed nor were the native ant species that the lizard preys upon.

The 2005 inventory reports that the special-status bird and bat species identified are wide ranging and use a variety of habitats with no key habitat identified on the project parcel. The habitat found at the project site is marginal for the identified bat species and would not be used during these species breeding season; however, the native trees on site could be used by nesting birds. Therefore, wildlife impacts may be

greater if work begins in the spring, when protected raptor and migratory bird species may be breeding and nesting. Construction activities should accordingly be scheduled for the non-breeding season or alternative steps taken to protect any nesting birds discovered. Mitigation Measure 4A requires a nesting survey prior to any disturbance to identify any nesting raptors and migratory birds onsite and either offset or avoid impacts to them so that potential impacts will be *less than significant with mitigation*.

Impact Discussion 4b-d: According to the Biological Inventories prepared for this project, there are habitats present for wildlife but none of which that would support protected species on the property. There are traces of an old ditch which was buried in the past, but it is not an active water feature that is subject to jurisdiction by regulatory agencies such as California Department of Fish and Wildlife, Army Corps of Engineers, or the Regional Water Quality Control Board. Therefore, there would be *less than significant* impacts to riparian, wetland, or other sensitive natural habitats.

Impact Discussion 4e-f: A number of local policies and ordinances that protect biological resources exist, including policies protecting deer habitat; rare, threatened, and endangered species and their habitats; timber resources; landmark and heritage trees and groves; and watercourses, wetlands, and riparian areas.

The site is mapped within a deer migration corridor on the Nevada County General Plan EIR Master Environmental Inventory. It also has dense black oak woodland on the southern portion of the parcel. Although no Landmark Oak trees measuring 36 inches or greater Diameter at Breast Height were identified in the biological surveys, the southwestern part of the parcel is identified on the English Mountain Park supplemental map as a nondisturbance area due to steep slopes and oak groves. No development is proposed for this area and it would remain open and protected for deer to pass through the lot should they come into the industrial area. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, and this impact would be *less than significant*.

Impact Discussion 4g: The proposed project could result in light sources, noise, and human activity, but these activities would occur in areas close to the Nevada County Airport and within the Loma Rica Industrial Area that are currently subject to light, noise, and moderate levels of human activity. Additionally, construction activities generally occur during daylight hours. Daytime noise impacts on wildlife from construction activities are not anticipated to be substantial because most activities would occur near existing structures where noise and activity already commonly occurs during the day. Therefore, this impact would be *less than significant*.

Mitigation: To offset the potential biological impacts associated with the project construction, the following mitigation measures shall be required:

Mitigation Measure 4A: Avoid impacts to nesting raptors and migratory birds. If construction occurs between March 1 and August 31, pre-construction surveys for nesting raptors and migratory birds shall be conducted pursuant to California Department of Fish and Wildlife requirements and according to the Migratory Bird Treaty Act. These surveys should be accomplished within **7 days** prior to commencement of grading activities. If a legally-protected species nest is located in a tree for removal, the removal shall be deferred until after August 31 or until the adults and young are no longer dependent on the nest, as determined by a qualified biologist.

If any active nests are located onsite, an appropriate no disturbance buffer zone shall be established around the nests, as determined by the qualified biologist. The biologist shall mark the buffer zone with construction tape or pin flags and maintain the buffer zone until the end of the breeding season or until the young have successfully fledged. Buffer zones are 100 feet for migratory bird nests and 250 feet for raptor nests. If active nests are found in areas of work, a qualified biologist shall monitor nests weekly during construction to evaluate potential nesting disturbance by construction activities. If establishing the

typical buffer zone is impractical, the qualified biologist may reduce the buffer depending on the species and daily monitoring is required to ensure that the nest is not disturbed and no forced fledging occurs. Daily monitoring shall occur until the qualified biologist determines that the nest is no longer occupied.

Timing: *Prior to issuance of the grading and improvement permits*

Reporting: *Approval of the grading and improvement permits*

Responsible Agency: *Nevada County Planning Department*

5. CULTURAL RESOURCES

Existing Setting: The project vicinity was home to the Nisenan or Southern Maidu Native American people. The Nisenan had permanent settlements along major rivers in the Sacramento Valley and foothills, and would travel yearly into higher elevations to hunt or gather seasonal plant resources. In the project vicinity, prehistoric-period habitation sites are primarily found adjacent to streams or on ridges or knolls, especially those with a southern exposure. The project site is situated in an area with historically broad meadows and receives a southern exposure.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines?		✓			K, 22
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines?		✓			K, 22
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓			K, 22
d. Disturb any human remains, including those interred outside of formal cemeteries?		✓			K, 22

Impact Discussion 5a-d: The project area is situated in an area consistent with Nisenan activity, as it is on a broad terrace and receives a southern exposure. The North Central Information Center (NCIC) letter dated December 2, 2005, identifies a low/moderate potential for prehistoric or Native American sites and the record search for the project found two site surveys conducted in the area with no historic or prehistoric resources found. A previous archaeological survey by Peter M. Jensen Archaeological Services on March 20, 2000, did not find surface evidence of cultural resources on the site. Since grading associated with the project could result in the discovery of unknown cultural resources in this area, which has a low to moderate potential to exhibit cultural resources, Mitigation Measure 5A has been included to provide direction if these resources are discovered. This impact would be *less than significant with mitigation* identified in Mitigation Measures 5A, which requires construction work to stop and appropriate steps taken if cultural resources are discovered.

Mitigation: To offset potentially adverse cultural or historical resources impacts associated with the proposed activities on site, the following mitigation measure shall be required:

Mitigation Measure 5A: Halt work and contact the appropriate agencies if cultural resources are discovered during project construction. All equipment operators and employees involved in any form of ground disturbance shall be advised of the remote possibility of encountering subsurface cultural resources. If such resources are encountered or suspected, work shall be halted immediately and the Nevada County Planning Department shall be contacted. A professional archaeologist shall be retained by the developer and consulted to access any discoveries and develop appropriate management

recommendations for archaeological resource treatment. If bones are encountered and appear to be human, California Law requires that the Nevada County Coroner and the Native American Heritage Commission be contacted and, if Native American resources are involved, Native American Organizations and individuals recognized by the County shall be notified and consulted about any plans for treatment. A note to this effect shall be included on the grading and construction plans for each phase of this project.

Timing: Prior to issuance of the grading permits or improvement plans

Reporting: Agency approval of permits or plans

Responsible Agency: Nevada County Planning Department

6. GEOLOGY / SOILS

Existing Setting: The airport area is mapped as metavolcanic rock of the Mehrten formation. This formation is comprised of volcanic-derived welded tuffs, sandstone, laminated siltstone, and conglomerates. The Natural Resources Conservation Service (NRCS) classifies the northwest corner of the site soils as Aiken loam (AfB) and the majority as Cohasset loam (CmD, CoE). Aiken loam consists of well-drained soils with a moderately slow permeability, a medium to high rate of runoff, and a moderate to high erosion hazard depending on slope. Cohasset loam consists of deep and very deep, well drained soils with slow to rapid runoff and moderate permeability. The average slope on the site is 15 percent. Sixty percent of the site contains gentle slopes (0-10% slope), 25 percent of the site contains moderate slopes (10-30%), and 15 percent of the site contains steep slopes (over 30%). There is generally no ponding on the site. Drainage on the site flows in a north to south direction.

The Alquist-Priolo Earthquake Fault Zoning Act was adopted in 1972 to prevent the construction of buildings in areas where active faults have surface expression. Ground or fault rupture is generally defined as the displacement that occurs along the surface of a fault during an earthquake. The project site is not within an Alquist-Priolo Earthquake Fault Zone, and there are no known faults that cross through the project site. Generally, western Nevada County is located in the low intensity zone for earthquake severity.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Result in exposure to or production of unstable earth conditions such as landslides, earthquakes, liquefaction, soil creep, mudslides, ground failure (including expansive, compressible, collapsible soils), or similar hazards?		✓			A, M
b. Result in disruption, displacement, compaction, or over-covering of the soil by cuts, fills, or extensive grading?		✓			A, M
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		✓			A, M
d. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?			✓		A, M
e. Result in any increase in wind or water erosion of soils, on or off the site?		✓			D

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
f. Changes in siltation, deposition or erosion, which may modify the channel of a river, or stream, or the bed any bay, inlet or lake?		✓			D
g. Result in excessive grading on slopes of over 30 percent?			✓		A, M

Impact Discussion 6a-c,e,f: The proposal requires cut-and-fill of approximately 6,000 cubic yards to level a building area of approximately 1.2 acres. All excavated soil will be used onsite. Onsite soils have a moderate to high runoff and erosion rate depending on slope. The project development will require a Storm Water Pollution Prevention Plan in compliance with the National Pollutant Discharge Elimination System because these improvements will exceed one acre. Risk of a landslide, subsidence or collapse is low; however, the Building Department as a standard practice requires applicants to prepare soils or geotechnical reports to mitigate possible adverse impacts from excavation, such as the suitability of the underlying material. Mitigation Measures 6A limits grading to dry months from May to October unless Mitigation Measure 6B is met by providing an erosion and sediment control plan prior to approval of a grading permit. 6A-B reduce any potential risk or runoff and erosion during construction of the proposed project. Therefore, impacts related to unstable slope conditions would be *less than significant with mitigation*.

Impact Discussion 6d: Soils testing for onsite sewage disposal was conducted in 2006 and adequate areas for a minimum usable sewage disposal area (MUSDA) and repair area identified. The system is also to be designed for future connectivity to the City of Grass Valley sewer system. Therefore, any potential adverse impact that would result from project implementation is determined to be *less than significant*, and no mitigation is required.

Impact Discussion 6g: The southern quarter of the site has been identified as having steep slopes of over 30 percent grade. The area is protected with a nondisturbance buffer on the supplemental map of the subdivision. No grading is proposed in or around the sloped area so there will be *less than significant impact* related to excessive grading on slopes over 30 percent.

Mitigation: To offset the potential for adverse soils or erosion impacts to result from project grading and construction activities, the following mitigation measures shall be required:

Mitigation Measure 6A: Limit the grading season. Grading plans shall include the time of year for construction activities. No grading shall occur after October 15 or before May 1 unless the Chief Building Inspector or his/her authorized agent determines project soil conditions to be adequate to accommodate construction activities.

Timing: Prior to issuance of the grading permits or improvement plans

Reporting: Agency approval of permits or plans

Responsible Agency: Building Department

Mitigation Measure 6B: Prepare and implement an Erosion and Sediment Control Plan. Prior to issuance of grading permits or improvement plans for all project related grading including road construction and drainage improvements, said permits or plans shall incorporate, at a minimum, the following erosion and sediment control measures:

1. During construction, Best Management Practices (BMPs) for temporary erosion control shall be implemented to control any pollutants that could potentially affect the quality of storm water discharges from the site. This SWPPP includes the implementation of BMPs for Erosion

Control, Sediment Control, Tracking Control, Wind Erosion Control, Waste Management and Materials Pollution Control.

2. If applicable, topsoil shall be removed and stockpiled for later reuse prior to excavation activities. Topsoil shall be identified by the soil-revegetation specialist who will identify both extent and depth of the topsoil to be removed.
3. Upon completion of grading, stockpiled topsoil shall be combined with wood chips, compost and other soil amendments for placement on all graded areas. Revegetation shall consist of native seed mixes only. The primary objectives of the soil amendments and revegetation is to create site conditions that keep sediment on site, produce a stable soil surface, resist erosion and are aesthetically similar to the surrounding native forest ecosystem.
4. Geo-fabrics, jutes or other mats may be used in conjunction with revegetation and soil stabilization.

Timing: Prior to issuance of the grading permits or improvement plans

Reporting: Agency approval of permits or plans

Responsible Agency: Planning Department and Building Department

7. GREENHOUSE GAS EMISSIONS

Existing Setting: Greenhouse gases (GHGs) are those gases that trap heat in the atmosphere. GHGs are emitted by natural and industrial processes, and the accumulation of GHGs in the atmosphere regulates the earth’s temperature. GHGs that are regulated by the State and/or EPA are carbon dioxide (CO₂), methane (CH₄), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆) and nitrous oxide (NO₂). CO₂ emissions are largely from fossil fuel combustion. In California, approximately 43 percent of the CO₂ emissions come from cars and trucks. Electricity generation is another important source of CO₂ emissions. Agriculture is a major source of both methane and NO₂, with additional methane coming primarily from landfills. Most HFC emissions come from refrigerants, solvents, propellant agents and industrial processes, and persist in the atmosphere for longer periods of time and have greater effects at lower concentrations compared to CO₂. The adverse impacts of global warming include impacts to air quality, water supply, ecosystem balance, sea level rise (flooding), fire hazards, and an increase in health related problems.

Assembly Bill 32 (AB 32), the California Global Warming Solutions Act, was adopted in September 2006 and requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction will be accomplished through regulations to reduce emissions from stationary sources and from vehicles. The California Air Resources Board (ARB) is the State agency responsible for developing rules and regulations to cap and reduce GHG emissions. In addition, the Governor signed Senate Bill 97 in 2007 directing the California Office of Planning and Research to develop guidelines for the analysis and mitigation of the effects of greenhouse gas emissions and mandating that GHG impacts be evaluated in CEQA documents. CEQA Guidelines Amendments for GHG Emissions were adopted by OPR on December 30, 2009. The Northern Sierra Air Quality Management District (NSAQMD) has prepared a guidance document, *Guidelines for Assessing Air Quality Impacts of Land Use Projects*. Therefore, in order to satisfy CEQA requirements, projects should make a reasonable attempt to quantify, minimize and mitigate GHG emissions as feasible.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		✓			A, G, 23
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?		✓			A, G, 24, 26

Impact Discussion 7a-b: Carbon dioxide (CO₂) is the main component of greenhouse gases, and vehicles are a primary generator of CO₂. CalEEMod projects that the proposed project would result in the addition of 61.1 metric tons per year of CO₂e related to the consumption of energy to run and maintain the building. The Attorney General's document titled "Addressing Climate Change at the Project Level" includes recommendations for energy efficient buildings, appliances, heating and cooling systems, passive solar, energy efficient lighting, water conservation and landscaping, and many other design and operational measures that can reduce GHG emissions. Additionally, Loma Rica Drive Industrial Area design guideline 43 calls out energy conservation measures. As such, staff is recommending incorporating these energy-efficient features into this project to mitigate the long-term operational impacts of the new structures. Mitigation Measure 7A, which requires compliance with energy efficiency standards, is recommended to reduce the overall GHG impact to a level that is *less than significant with mitigation*.

Mitigation Measures: To reduce impacts associated with increases in CO₂ emissions, the following mitigation measures shall be required:

Mitigation 7A: Comply with energy efficiency standards. Prior to issuance of grading and building permits, the design of the project shall comply with the following standards:

1. Orient buildings to take advantage of solar access for passive lighting, heating, and cooling options.
2. Permanent installed lighting is high efficiency and has required controls.
3. Incorporate daylighting and proper placement of high efficiency, low emissivity windows and skylights to take advantage of natural light.
4. Utilize energy efficient appliances, including the highest efficiency water heaters and incorporate solar water heaters where appropriate.
5. Use renewable energy technologies where cost effective.
6. Specify energy efficient mechanical systems and energy management control systems for heating, cooling, and ventilation systems.

Timing: *Prior to issuance of grading and building permits*

Reporting: *Approval of grading and improvement permits*

Responsible Agency: *Planning Department and Building Department*

8. HAZARDS/HAZARDOUS MATERIALS

The property is within the Loma Rica Drive Industrial Area Plan which centers on the Nevada County Airport. The project parcel falls within the B2 and D Airport Compatibility zone according to the Nevada County Airport Land Use Compatibility Plan (NCALUCP). Airport Compatibly Zone B2 is within the sideline zone. Airport Compatibly Zone D is within the zone of primary traffic patterns. Of the two zones, B2 is more restrictive and the majority of the parcel falls within this zone. This zone sets a maximum density for residential development of 3 acres per dwelling unit. Prohibited uses include children's schools, hospitals, and nursing homes. Critical community infrastructure and aboveground bulk storage of hazardous materials area also prohibited. Finally, the zone precludes uses that present hazards to flight such as physical, visual, or electronic interference.

The proposed project is not within or adjacent to any hazardous materials sites compiled pursuant to Government Code Section 65962.5, and is not located on an abandoned solid waste disposal site known to the County. The project area is designated as a Very High Fire Hazard Area for wildland fire. The Nevada County Consolidated Fire District has produced an Emergency Preparedness and Evacuation Guide for the Loma Rica Area.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓		C
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓		C
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓	A, M
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?				✓	A, C
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓		A, 27
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓	A
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓		C, I
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			✓		I, N, 4

Impact Discussion 8a,b,e: The proposed project includes two 30,000-gallon storage tanks which initially seemed to be in violation of the B2 zone's prohibition of aboveground storage of large amounts of hazardous substances. The Airport Land Use Commission (ALUC) took up a request to make a final determination on whether the aboveground storage was in conflict with the basic compatibility criteria. The ALUC found that in fact, the delineation of the zones was a combination of separate noise and safety compatibility concerns. The prohibition on aboveground hazardous materials storage applies to Safety Zone 5 as shown in the California Airport Land Use Planning Handbook. Safety Zone 5 does not actually have the same extents as the B2 zone describes noise impacts. Although the two different zones were rolled together for ease of use, Safety Zone 5, which precludes the aboveground propane storage, does not actually extend as far as what is shown on the NCALUCP. Safety Zone 5 typically extends about 750 feet from the airport runway. The large propane tanks are 1,100 feet from the runway which is approximately 350 feet beyond the prohibitive safety zone. The ALUC thus determined that the proposed tanks were compatible with the NCALUCP and provided a Determination of Consistency (Appendix B).

The proposed propane storage at this facility will require a permit for hazardous materials storage from Nevada County Department of Environmental Health, and will require submission of a Hazardous Materials Business Plan to the California Environmental Reporting System (CERS). Depending on the use of the propane, facilities with storage greater than 10,000 lbs. may be required to submit a Risk

Management Plan under the California Accidental Release Prevention Program (CALARP). The tanks themselves meet national and international safety standards. The tank walls would be 50% thicker than typical propane tanks. There would be no service valves at or near the top of the tank that could be vulnerable to aircraft or parts falling from the sky. Tanks would also meet separation requirements.

In addition to the large propane storage tanks, small quantities of hazardous materials would be stored, used, and handled during construction. The hazardous materials anticipated for use are small volumes of petroleum hydrocarbons and their derivatives (e.g., gasoline, oils, lubricants, and solvents) required to operate the construction equipment. These relatively small quantities would be below reporting requirements for hazardous materials business plans and would not pose substantial public health and safety hazards through release of emissions or risk of upset. Safety risks to construction workers for the proposed project would be reduced by compliance with Occupational Safety and Health Administration standards.

Both the Nevada County Environmental Health Department and Fire Marshal have reviewed the project and conditioned the proposed project to provide an inventory of all materials considered hazardous used, stored, or generated on site for monitoring as well as emergency access and safety. With the determination of the ALUC and regulation by the Environmental Health Department and the Fire Marshal, the hazard to the public is expected to be a *less than significant*.

Impact Discussion 8c,f: The project area is not within one-quarter mile of an existing or proposed school or private airstrip. Therefore, there would be *no impact* related to hazardous emissions or substances near a school or other hazards that might impact a private airstrip.

Impact Discussion 8d: The proposed project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will not create a significant hazard to the public or the environment due to disturbance of a hazardous site and will have *no impact*.

Impact Discussion 8g: The Nevada County Consolidated Fire District (NCCFD) has produced an Emergency Preparedness and Evacuation Guide for the Loma Rica Area. With ten to twelve employees anticipated, the proposed project would not significantly increase the population needed to be evacuated. The proposal is an infill project with access to Loma Rica Drive which has a high Level of Service. Both the NCCFD and City of Grass Valley have reviewed the project proposal and did not note any adverse impacts to emergency response or evacuation plans. It is anticipated that any potential adverse impacts would be *less than significant*.

Impact Discussion 8h: Because the project site is within Very High Fire Hazard Severity Zone as mapped by CalFire, this development must incorporate the requirements of a Fire Protection Plan (FPP) into project design in compliance with LUDC Section L-II 4.3.18.C.4. As submittal of an FPP is a code requirement, this measure will be included as a condition of project approval. The FPP must identify proximity to emergency responders, describe primary and secondary access conditions, identify an adequately pressurized water supply, incorporate a sprinkler system into building design, prepare an evacuation plan, and prepare a fuels management plan for defensible space. This condition would reduce impacts regarding fire safety and prevention to a *less than significant* level, and the project would not adversely expose unexpected volumes of people or structures to possible wild land fires.

Mitigation: None required.

9. HYDROLOGY / WATER QUALITY

Existing Setting: The project area is located in the Nevada City watershed and feeds the Rattlesnake Creek-Wolf Creek system. The property is not within a floodplain. The nearest floodplain is along Little

Greenhorn Creek, which is about ¾ miles south of the project area. Drainage on the property flows north to south, toward Rattlesnake Ditch, an NID raw water facility, which is located approximately 750 feet to the south. Existing NID infrastructure allows for a connection from the 16-inch waterline along Loma Rica Drive. All treated water services are metered. Treated water is also available for fire protection purposes.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Violate any water quality standards or waste discharge requirements?			✓		A, J
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?				✓	A, C
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?		✓			A, M, 9
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?			✓		A, M, 9
e. Create or contribute to runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			✓		A
f. Otherwise substantially degrade water quality?			✓		A, C, E
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓	13
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				✓	13
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓	13
j. Create inundation by mudflow?				✓	A, B, D

Impact Discussion 9a: The proposed project will utilize an onsite subsurface septic system for sewage disposal. Soil testing has been conducted for the site of the Minimum Usable Sewage Disposal Area and found suitable. The project will also be conditioned for the sewage system to be designed in a manner that allows for easy connection to future public sewer. Therefore, the project would have a *less than significant* impact related to these issues.

Impact Discussion 9b: The proposed project would not directly or indirectly result in the construction of uses that would utilize groundwater supplies, but would be served by public NID water. Therefore, there would be **no impact** related to depletion of groundwater supplies or interference with groundwater recharge.

Impact Discussion 9c: The project may have short-term impacts associated with sediment and runoff during grading and construction. Approximately 6,000 cubic yards of material will be displaced for cut-and-fill on site. As noted in Section 6, the project development will require a Storm Water Pollution Prevention Plan in compliance with the National Pollutant Discharge Elimination System because grading will exceed one acre. Compliance with existing regulations and implementation of Mitigation Measures 6A and 6B which limits grading to the dry season from May to October and incorporates erosion control plans would reduce potentially significant impacts associated erosion or siltation on surface water resources to levels **less than significant with mitigation**

Impact Discussion 9d-f: The project proposes to self-contain storm drainage with an onsite storm drain system, which will flow in a north to south direction around the proposed industrial building through a 12-inch storm drain in the paved parking and driving areas to a storm water detention basin between the equipment parking area and the nondisturbance area at the south of the parcel. The system would include sand/oil separator to prevent pollutants from the parking areas getting into surface waters. The applicant’s engineer has prepared an analysis of the pre- and post-project storm water runoff. The Department of Public Works has reviewed the storm water retention plans and preliminarily accepted them (actual approval occurs with submittal of grading and building permits). Therefore, impacts related to alteration of drainage patterns leading to substantial erosion or flooding are **less than significant**.

Impact Discussion 9g-j: There is no flood hazard or designated flood zone on the project site in proximity to the residential lot locations or the ancillary features associated with the planned development. Therefore, there would be **no impact** associated with placement of housing or structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

Mitigation: See Mitigation Measures 6A and 6B.

10. LAND USE / PLANNING

Existing Setting: The subject property is a 2.29-acre lot in an unincorporated area of western Nevada County approximately 2.5 miles southeast of Nevada City and a half mile east of Grass Valley. It is designated Industrial on the General Plan land use maps and zoned Light Industrial with a Site Performance combining district (M1-SP). The SP combining district requires an evaluation of the project’s consistency with the Loma Rica Drive Industrial Area Plan. The project site is located within the B2 and D zones of the Airport Land Use Compatibility Plan. Adjacent uses include industrial and airport-related areas to the north and west, and developed rural residential uses to the south and east. Surrounding parcel sizes range from approximately 2.5 to 9 acres in size. The rural residential uses to the south and east are zoned Agriculture and Residential-Agricultural, respectively.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Result in structures and/or land uses incompatible with existing land uses?		✓			A
b. The induction of growth or concentration of population?			✓		A

c. The extension of sewer trunk lines or access roads with capacity to serve new development beyond this proposed project?			✓		A, B
d. Result in the loss of open space?			✓		A, 17, 18
e. Substantially alter the present or planned land use of an area, or conflict with a general plan designation or zoning district?		✓			A, 17
f. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓		A, 17, 24
g. Disrupt or divide the physical arrangement of an established community, including a low-income or minority community?				✓	A

Impact Discussion 10a,e: The M1 (Light Industrial) District provides areas for the production, repairing, distribution, and warehousing of goods and equipment, along with supporting businesses and services. Uses should provide for buffering from adjacent land uses to minimize incompatibility and should have convenient, controlled access to arterial or major collector roads without passing through residential areas. The proposed project consists of the construction of a combined 4,016 square-feet of office and warehouse with a 2,500 outdoor storage area for a propane distribution business. This light industrial use is allowed with a development permit for light industrial zones. Uses associated with a development permit are those that are generally consistent with the zoning district, but may require careful review to ensure compliance with site development standards.

Industrial uses typically raise concerns about noise, hazardous substances, and truck traffic which warrant the additional review of a development permit. The propane distribution operation is an infill project in an industrial area that would be monitored for hazardous materials and noise as discussed in Sections 8 and 12. With the proximity of the Wawona Madrono subdivision and Residential zoning to the east and south, the project was reviewed to make sure that there is no light trespass over the property lines and that parking area for service vehicles is screened by a six-foot tall wall and appropriate landscaping. Mitigation Measures 12 A and B address potential noise impacts on the adjacent residences through limiting construction hours to weekdays and ensuring that the screening wall provides dampening of truck noise. The proposed project would be aesthetically compatible with existing development in the Loma Rica Industrial Area by using similar materials and colors as other structures in the area. With the above mentioned mitigations, there should be *less than significant impact with mitigation* to existing land uses.

Impact Discussion 10b-c: The proposed project is on a 2.29-acre infill site in a planned industrial development. The business is anticipated to have 10-13 employees. The site is served by existing roads, utilities and Nevada Irrigation District water. The project would initially be served by a private septic system, but designed for connection to the City of Grass Valley sewer system should it become available. As a small project in a developed area, no growth inducing impacts are anticipated by any of the proposed site improvements. Therefore, the project will have *less than significant impact* related to future development potential offsite.

Impact Discussion 10d: Although the project site is not designated as open space, County landscaping standards require that 15 percent of the parcel be provided as permanent open space per section L-II 4.2.10.C of the Land Use and Development Code. The project proposes nearly half of the parcel remain as natural open space, easily meeting the ordinance requirement. Therefore, the project's impact on open space would be *less than significant*.

Impact Discussion 10f: The project site is located within the Sphere of Influence of the City of Grass Valley and is mapped within the City's General Plan planning area for Manufacturing-Industrial use. County General Plan goals and policies encourage planning coordination within City Spheres of Influence. Pursuant to a 2004 Memorandum of Understanding, the County and the City of Grass Valley coordinate planning and project review within the City's Sphere of Influence. While the County retains land use jurisdiction for all projects within the sphere of influence, all discretionary projects within the Loma Rica Drive Industrial Area are referred to the City for review and comment in order to ensure compatibility with City codes and policies.

The Grass Valley Development Review Committee (DRC) has reviewed the proposed project, and the City has provided comments on the project. Among other items, the DRC requested improvements to the building aesthetics and landscaping. The Engineering Department requested that the project design the septic system to connect to a public system in the future and either install or design property frontage to accommodate future curb, gutter, and sidewalk improvements. The proposal meets the septic system connectivity requests. It does not propose to install any frontage improvements, but could accommodate future development and provides sidewalk from the buildings to the frontage.

As discussed in Section 8, the project site is about 800 feet from the Nevada County Airport and falls within the zone B2 and D of the Nevada Airport Land Use Compatibility Plan. The project would comply with all restrictions to use and density, and would not present any hazards to use of the airport such as physical, visual, or electronic interference.

The project site falls within the Loma Rica Drive Industrial Area Plan, which focuses on resolution of infrastructure issues and promotion of industrial development. The project is consistent with LRDIAP goals for collaboration with the City of Grass Valley, a variety of infrastructure requirements that are already met on the project site, and compatibility with the airport. The Loma Rica Area Design Guidelines also recommend various architectural features to breaking up of massing with design features such as windows, awnings, bays, and material changes. To meet this standard and a request from the City of Grass Valley, the proposed building has provided windows and shed roofs over the entrances. After collaboration with the City of Grass Valley and evaluation of the proposed projects compatibility with the Nevada County Airport, County General Plan and Zoning Ordinance and the LRDIAP, it is anticipated that the proposed project will have *less than significant* impacts related to compatibility with any other land use plans for the area.

Impact Discussion 10g: The proposed project is at the edge of industrially-zoned (M1-SP) land. Although the Wawona Madrono residential community lies to the east, the new project does not change the existing boundaries or configuration. Therefore, the project would not disrupt or divide the physical arrangement of any established community, and *no impact* would occur.

Mitigation: See Mitigation Measures 12A-B.

11. MINERAL RESOURCES

Existing Setting: The project area is not mapped within a Mineral Resource Zone (MRZ), or area of known valuable mineral deposits.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓	A, 1
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓	A, 1

Impact Discussion 11 a-b: The proposed project is not mapped within a known mineral resource area or MRZ and would not change existing land uses on the project site. Therefore, the project would have *no impact* on mineral resources.

Mitigation: None required.

12. NOISE

Existing Setting: The project area is within the boundaries of the Nevada County Airport and the Loma Rica Industrial Area. The proposed project is within the 55 dBA (A-weighted decibels) noise contour of the airport. Due to the fact that areas surrounding airports may exceed these noise levels, residential uses near airports are considered incompatible. Industrial areas however, are not considered incompatible due to the fact that they typically have higher noise limits. The Nevada County General Plan and LUDC establish the exterior noise limit for the industrial zones to an average of 80 dBA with a maximum of 90 dBA. Ambient noise in the area includes the airport, industrial uses and the traffic along Loma Rica Drive. The Wawona Madrono residential subdivision lies immediately east of the project parcel.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Expose persons to or generate noise levels in excess of the County’s adopted standards established in the General Plan and Land Use and Development Code?		✓			A, 17, 18
b. Expose persons to or generate excessive ground borne vibration or ground borne noise levels (e.g., blasting)?				✓	A
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓		A, M
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓			A, 17
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓		A, M
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓	A, M

Impact Discussion 12a,c,d: The nearest persons residing in the area is the residence within the Wawona Madrono subdivision approximately 200 feet to the southeast. No noise study was required for the project as there is no reason to believe that noise would be greater than a typical industrial project. No outdoor work areas are proposed for the project. Typical delivery truck traffic noise at less than 20 miles per hour is 40-50 dBA; however, intermittent back-up warning devices are at levels significantly higher than that. To mitigate potential sound impacts, Mitigation Measure 12A requires that the wall around the east and south boundaries of the service truck parking area be constructed of masonry block or a material that provides the equivalent sound dampening. The wall is intended to buffer adjacent residences from truck engine and back-up warning device noise by dampening noise levels to allowable limits.

Construction may result in temporary, low-level noise impacts. Although it is exempted from the noise standards required by the LUDC, Mitigation Measure 12B shall limit construction to the hours of 7 AM to 7 PM Monday through Friday to prevent noise impacts on the surrounding vicinity. Given these steps to buffer residences from service truck noises and limit the hours of construction, exposure of persons to noise levels in excess of the County's adopted standards is expected to be *less than significant with mitigation*.

Impact Discussion 12b: The proposed project would not result in blasting or other activities that could cause substantial vibration impacts. Therefore, there would be *no impact* related to ground borne vibration.

Impact Discussion 12e: The project site is within the 55-dBA contour areas of the Nevada County Airport and is within the bounds of the Nevada County Airport Comprehensive Land Use Plan. The County standard for noise levels for industrial zoning is higher than projected airport noise at an average of 80 dBA. Because noise levels allowed in industrial zones exceeds the noise from the nearby airport, it is anticipated that noise exposure from the nearby airport be a *less than significant impact*.

Impact Discussion 12f: The project is not within the vicinity of a private airport; therefore, *no impact* would arise from the exposure of people residing or working within the project area to excessive noise levels from a private airport.

Mitigation: To offset the potential for noise impacts on the nearest residence, the following mitigation measures shall be required:

Mitigation Measure 12A: Incorporate noise attenuation features to buffer neighboring residences. Prior to approval of grading or building permits, the project shall incorporate design controls that assist in minimizing potential long-term operational noise impacts on the adjacent residence to the east and south. Sound protection features shall include a six-foot wall of CMU block or the equivalent sound dampening material. The final design shall be reviewed and approved by the Nevada County Planning Department, and if deemed necessary by the Planning Department, shall be reviewed for noise attenuation by a qualified noise specialist to ensure that noise will remain within levels allowable by the Nevada County Land Use and Development Code.

Timing: Prior to issuance of the grading permits or building permits

Reporting: Agency approval of permits or plans

Responsible Agency: Nevada County Planning Department

Mitigation Measure 12B: Limit construction work hours to 7:00 AM to 7:00 PM. During grading and construction, work hours shall be limited from 7:00 AM to 7:00 PM, Monday - Friday. Prior to issuance of grading and building permits, improvement plans shall reflect hours of construction.

Timing: Prior to issuance of grading and building permits

Reporting: Agency approval of permits or plans

Responsible Agency: Nevada County Planning Department

13. POPULATION / HOUSING

Existing Setting: The project area is within an industrial area adjacent to the Wawona Madrono residential subdivision. The nearest residence is approximately 200 feet to the southeast.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓		A
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓	A
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓	A

Impact Discussion 13a: The proposed project is on a 2.29-acre parcel in a planned industrial development. The business is anticipated to have 10-12 employees. The site is served by existing roads, utilities and Nevada Irrigation District water. The project would initially be served by a private septic system, but designed for connection to the City of Grass Valley sewer system should it become available. As a small project in a developed area, no growth inducing impacts are anticipated by any of the proposed site improvements. Therefore, the project will have **less than significant impact** related to future development potential offsite.

Impact Discussion 13b-c: The proposed project would result in the development of a light industrial use on a site zoned for industrial uses and currently undeveloped. The project would not result in any displacement of housing or people. Therefore, the proposed project would have **no impact** related to these issues.

Mitigation: None required.

14. PUBLIC SERVICES

Existing Setting: The following public services are provided to this site:

The following public services are provided to this site:

Fire: The Nevada County Consolidated Fire District provides fire protection services to this site.

Police: The Nevada County Sheriff provides law enforcement services.

Schools: Grass Valley School District provides education for the area.

Parks: The Grass Valley Benefit Zone provides recreational facilities and opportunities.

Transit: Nevada County Transit Services provides bus service to the site.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following the public services:					
1. Fire protection?			✓		I
2. Police protection?			✓		A
3. Schools?			✓		Q
4. Parks?			✓		A
5. Other public services or facilities?			✓		A, R

Impact Discussion 14a.1-5: The proposed project consists of the development of a propane business in the Loma Rica Drive Industrial Area. The proposed use would not result in a new substantial need for additional schools, parks, and police protection because the 10-12 employees anticipated would not result in a significant increase in population. The project will be conditioned by CalFire and the Nevada County Consolidated Fire Protection District to provide mitigation for structural fire-prevention needs, such as a fire sprinkler system, a smoke detection system, fire protection fees, and fire flow requirements. The presence of the large propane tanks is discussed in Section 8. Therefore, the proposed project would have a *less than significant* impact related to these issues.

Mitigation: None required.

15. RECREATION

Existing Setting: The project site is located within the Grass Valley-Nevada City Recreation Benefit Zone, but no recreational facilities occur onsite or in close proximity to the project area.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓	A
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				✓	A
c. Conflict with established recreation uses of the area, including biking, equestrian and/or hiking trails?				✓	A, 21

Impact Discussion 15a-c: As a lightly staffed industrial operation, the project is not anticipated to result in an increase in housing or population growth which might lead to increased use of existing recreational facilities or demand for more facilities. The Loma Rica Drive Industrial Area has no recreational facilities that might be impacted by the project. Therefore, the proposed project would have *no impact* related to recreation services.

Mitigation: None required.

16. TRANSPORTATION / CIRCULATION

Existing Setting: The project fronts and takes access from Loma Rica Drive. Loma Rica Drive is a minor collector which serves the industrial area and the Wawona Madrono residential subdivision immediately east of the proposed project. There is a bike lane, but no sidewalks along Loma Rica Drive. The Nevada County-operated Gold County Stage provides regular transit service to the corner of Loma Rica Drive and John Bauer Road about two blocks away.

The California Office of Planning and Research (OPR) has recently proposed changes to analysis of transportation impacts using Vehicle Miles Traveled (VMT) as a primary metric. Nevada County is currently in the process of looking at use of this metric, but currently relies on the Level of Service (LOS) standards in the General Plan. LOS is intended to measure the quality of traffic flow represented by a grade of “A” to “F”, from best to worst ranking. The 1995 General Plan encourages the County to improve roads at or approaching LOS below D in community regions. The Nevada County General Plan presents volume criteria for determining the Level of Service for roadway segments based on daily traffic volume. The most recent data shows that Loma Rica Drive provides Level of Service (LOS) Class B for a minor collector with 6,303 daily trips according to the latest count from March 2014. The two lane road can accommodate up to 8,550 daily trips before being downgraded below LOS D which the Nevada County General Plan Policy LU-4.1.1 identifies as the minimum Level of Service allowable.

For general industrial uses, Nevada County Code requires 1 parking space per 600 square feet of gross floor area plus an additional space for each 1000 square feet of outdoor use area. Parking facilities for alternatives to automobile transportation are required in the form of bicycle facilities and van pool/clean air/EV parking per the California Green Building Standards Code.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Result in an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?			✓		B
b. Result in a need for private or public road maintenance, or new roads?			✓		B
c. Result in effects on existing parking facilities, or demand for new parking?			✓		A
d. Substantially increase hazards due to a design feature (e.g., a sharp curve or dangerous intersection) or incompatible uses (e.g., farm equipment)?			✓		B, 17
e. Result in a substantial impact upon existing transit systems (e.g., bus service) or alteration of present patterns of circulation or movement of people and/or goods?			✓		B, R, 17
f. Result in an alteration of waterborne, rail, or air traffic patterns or levels?			✓		A, B

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
g. Result in an increase in traffic hazards to motor vehicles, bicyclists, or pedestrians, including short-term construction and long-term operational traffic?			✓		B, 17, 21
h. Result in inadequate: Sight distance? Ingress/egress? General road capacity? Emergency access (4290 Standard)?			✓		B
i. Result in inconsistency with adopted policies supporting the provision of transit alternatives to automobile transportation on an equitable basis with roadway improvements, e.g. clustered development, commuter-oriented transit, bus turnouts, sidewalks, paths, and bicycle racks?			✓		A, B, 17

Impact Discussion 16a,b,h: No traffic study was required for the proposed project given that the facility would only have 12 employees. According to the Institute of Transportation Engineers, the peak hourly trip rate for General Light Industrial (land use #110) is 19.4 trips which is well under the nearly 2,250 trips required to degrade the LOS below level D for Loma Rica Drive. The proposed infill project will not require new roads to be constructed. Nevada County Department of Public Works would require an encroachment permit onto Loma Rica Drive and an approach designed to accommodate trucks and oversized vehicles. Project-related traffic impacts on the existing offsite road circulation system are addressed by the traffic mitigation fees required by Code and collected prior to issuance of any building permits. Given the discussed conditions, this project is expected to have a **less than significant** impact on public or private roads and maintenance.

Impact Discussion 16c: For the proposed office and warehouse totaling 4,016 square feet with 2,500 square feet of outdoor area, the minimum parking requirement would be 10 spaces. The project proposes 17 parking stalls including two which are designated ADA accessible parking and one space designated for Van Pool parking. Based upon the Nevada County parking standards, adequate parking will be created for the project and there will be **less than significant impact** associated with parking demand or on existing parking.

Impact Discussion 16d,e,g: As mentioned above, Nevada County Department of Public Works would require an encroachment permit onto Loma Rica Drive and an approach designed to accommodate trucks and oversized vehicles. Due to the minor amount of traffic anticipated for the proposed propane distribution facility during operation, no significant impacted is expected on Loma Rica Drive or other users such as rideshare programs or public transportation. With this mitigation, it is anticipated that impacts related to traffic safety would be **less than significant**.

Impact Discussion 16f: There is no rail or waterborne transportation in the area. As discussed in Section 8, the proposed project does lie within zones B2 and D of the Nevada Airport Land Use Compatibility Plan and has been determined to comply with compatibility criteria as determined by the Airport Land Use Commission. Therefore, there would be **less than significant impact** to airport operations or other travel patterns.

Impact Discussion 16i: The proposed project would be required to pay its fair share of traffic mitigation fees for trips generated by the project, as determined by the Department of Public Works. The project would provide two temporary bicycle racks, a permanent bicycle locker and a van pool/Clean Air/EV vehicle parking space as required by the California Green Building Standards Code. Additionally, the

project would provide a sidewalk for pedestrian access to Loma Rice Drive. As mentioned above, public transit is currently provided to Loma Rica Drive by Gold Country Stage. With all these provisions, it is expected that impact to transportation alternatives would be *less than significant*.

Mitigation: None required.

17. TRIBAL CULTURAL RESOURCES

Existing Setting: Assembly Bill 52 (Chapter 532, Statutes 2014) required an update to Appendix G (Initial Study Checklist) of the CEQA Guidelines to include questions related to impacts to tribal cultural resources. Changes to Appendix G were approved by the Office of Administrative Law on September 27, 2016. Tribal Cultural Resources include sites, features, and places with cultural or sacred value to California Native American Tribes. Both the Washoe Tribe and United Auburn Indian Community (UAIC) have contacted the County to request consultation on projects falling within their delineated ancestral lands.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		✓			K, 25
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe		✓			K, 25

Impact Discussion 17a: The project was determined to fall within the areas identified by both the Washoe Tribe and UAIC as ancestral lands. Both organizations were notified by certified mail with letters dated October 24, 2016. An email from Melodi McAdams of the UAIC was received on November 17, 2016 requesting consultation and providing a list of recommendations to be incorporated into any mitigation measures developed for the project. No mitigations for a specific sacred site or area of cultural value were proposed; however, as discussed in Section, there is a chance that onsite grading could uncover cultural resources of importance to the UAIC. Mitigation Measure 5A requires work to halt if cultural resources are discovered and local tribes to be notified. With this protection in place, impacts to Tribal Cultural Resources would be *less than significant with mitigation*.

Mitigation: See Mitigation Measure 5A.

18. UTILITIES / SERVICE SYSTEMS

Existing Setting: Electrical service is provided to this area by Pacific Gas & Electric and is currently available on the site. Natural gas is not available in this area, but several private propane companies do serve western Nevada County. Public water is available to this property by Nevada Irrigation District. Solid waste generated either during the development of the site or after occupancy, is processed at the McCourtney Road Transfer Site, which is maintained by the County of Nevada, who contracts with a solid waste disposal company to haul material to a permitted sanitary landfill. There are a number of wireless telephone services available in southwestern Nevada County but with variable coverage depending upon the carrier. AT&T provides land line phone service to this area. Sewage treatment and disposal for the area is independent onsite septic systems.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Result in a need for the extension of electrical power or natural gas?			✓		A
b. Require the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓		C
c. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓		C
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓		A, C
e. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓		B
f. Be served by a landfill or transfer station with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		✓			B
g. Comply with federal, state, and local statutes and regulations related to solid waste?		✓			A
h. Require a need for the extension of communication systems?			✓		A

Impact Discussion 18a-e,h: The proposed project would not result in development that would create a need for the extension of electrical power, storm drainage facilities, or water or wastewater treatment facilities. The project is an infill parcel within a developed area, and services are already provided to or adjacent to the site. NID will provide water to the site and PG&E provides electrical power to the site, and the project would be served by these utilities. The proposed use will utilize an onsite subsurface septic system for sewage disposal, but will be conditioned to allow for easy connection to future public sewer service from Grass Valley. Therefore, the project would have a *less than significant* impact related to these issues.

Impact Discussion 18f,g: The operational phase of the proposed project could result in the production of solid waste typical of light industrial use. Solid waste generated by the project would be stored onsite in the trash enclosure shown on the site plan, and then disposed of at the McCourtney Road Transfer Station. Construction activities, however, typically produce solid waste in the form of construction

materials, vegetation chippings, or industrial toxic waste like glues, paint, and petroleum products. Construction of the proposed project could thus result in potentially adverse landfill and solid waste disposal impacts. Impacts would be *less than significant with mitigation* as identified in Mitigation Measure 17A below, which prescribes proper disposal of vegetative and toxic waste.

Mitigation: To offset potentially adverse impacts related to construction waste, the following mitigation measure is recommended:

Mitigation Measure 18A: Appropriately dispose of vegetative and toxic waste. Neither stumps nor industrial toxic waste (petroleum and other chemical products) are accepted at the McCourtney Road transfer station and if encountered, shall be properly disposed of in compliance with existing regulations and facilities. This mitigation measure shall be included as a note on all grading and improvement plans, which shall be reviewed and approved by the Planning Department prior to permit issuance.

Timing: Prior to issuance of the grading permits or improvement plans

Reporting: Agency approval of permits or plans

Responsible Agency: Nevada County Planning Department

19. MANDATORY FINDINGS OF SIGNIFICANT ENVIRONMENTAL EFFECT

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Reference Source (Appendix A)
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California's history or prehistory?		✓			A
b. Does the project have environmental effects that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of the project are considered when viewed in connection with the effects of past, current, and probable future projects.)			✓		A
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			✓		A
d. Does the project require the discussion and evaluation of a range of reasonable alternatives, which could feasibly attain the basic objectives of the project?			✓		A

Impact Discussion 19a: As discussed in Sections 1 through 17 above, the proposed project would be integrated into the existing developed character of the Loma Rica Drive Industrial Area. Development of the proposed project would comply with all local, state, and federal laws governing general welfare and environmental protection. Project implementation will result in potentially adverse impacts to air quality, biological resources, cultural resources, geology/soils, greenhouse gas emissions, hydrology and water quality, noise, tribal cultural resources, and utilities/service systems. Each of those impacts is mitigated to levels that are ***less than significant levels with mitigation*** as outlined in each section.

Impact Discussion 19b: This project proposal to construct a propane distribution facility will result in various potential environmental impacts, but each of those can be mitigated to a less than significant level by the recommended mitigation from this document. Where the project would have no impact, it will not contribute to cumulative impacts. In addition, issues specific to site conditions, such as site geology and soils, do not have cumulative effects. The proposed project is not growth inducing; thus, it would not contribute to the cumulative effects of population growth. The cumulative impacts due to hydrology and water quality, air quality, and noise would be reduced to less than significant levels by adhering to local, regional, state, and federal impact standards and by the adherence to the project-specific mitigation measures outlined in this Initial Study. Collectively, these potentially negative impacts are not cumulatively considerable and will result in a ***less than significant*** impact.

Impact Discussion 18c: The proposed project would be integrated into the existing developed character of the Loma Rica Drive Industrial Area. The proposed project will comply with all local, state, and federal laws governing general welfare and environmental protection. Project implementation would not substantially degrade the quality of the existing environment, since the proposed project would not result in any significant adverse and unmitigatable impacts to air quality, biological resources, cultural resources, geology/soils, greenhouse gas emissions, hydrology and water quality, noise, tribal cultural resources, and utilities/service systems that could cause adverse effects to humans. Therefore, project impacts on human beings would be ***less than significant***, and no additional mitigation is required.

Impact Discussion 18d: The objective of the project is to construct a propane distribution facility within an existing industrial use area. The business currently operates at a smaller site within the Loma Rica Industrial Area. This location is less than five hundred feet from the airport runway and does not offer the ability to store the propane needed for the business. With few other industrially-zoned areas available in the county, alternative locations are limited. Remaining within the centrally-located Loma Rica Drive Industrial Area is the most feasible location for relocating the business. Although other undeveloped sites within the industrial park are available, no other site would serve to reduce impacts more than is achieved with the currently proposed siting. Therefore, this impact is considered ***less than significant***.

RECOMMENDATION OF THE PROJECT PLANNER

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or a "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

JD Trebec
 JD Trebec, Associate Planner

2/14/17
 Date

APPENDIX A – REFERENCE SOURCES

- A. Planning Department
 - B. Department of Public Works
 - C. Environmental Health Department
 - D. Building Department
 - E. Nevada Irrigation District
 - F. Natural Resource Conservation Service/Resource Conservation District
 - G. Northern Sierra Air Quality Management District
 - H. Caltrans
 - I. Nevada County Consolidated Fire District
 - J. Regional Water Quality Control Board (*Central Valley Region*)
 - K. North Central Information Service, Anthropology Department, CSU Sacramento
 - L. California Department of Fish & Wildlife
 - M. Nevada County Geographic Information Systems
 - N. California Department of Forestry and Fire Protection (Cal Fire)
 - O. Nevada County Transportation Commission
 - P. Nevada County Agricultural Advisor Commission
 - Q. Nevada Joint Union School District
 - R. Gold Country Stagecoach
1. State Division of Mines and Geology. *Mineral Classification Map*, 1990.
 2. State Department of Fish and Game. *Migratory Deer Ranges*, 1988.
 3. State Department of Fish and Game. *Natural Diversity Data Base Maps*, as updated.
 4. CalFire. *Fire Hazard Severity Zone Map for Nevada County*, 2007. Adopted by CalFire on November 7, 2007. Available at: <http://www.fire.ca.gov/wildland_zones_maps.php>.
 5. State Division of Mines and Geology. *Geologic Map of the Chico, California Quadrangle*, 1992.
 6. State Division of Mines and Geology. *Fault Map of California*, 1990.
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NEVADA COUNTY AIRPORT LAND USE COMMISSION

Grass Valley • Nevada City • Nevada County


JAN ARBUCKLE – Grass Valley City Council
CAROLYN WALLACE DEE – Truckee Town Council
ANN GUERRA – Member-At-Large (Vice-Chairman)
LARRY JOSTES – Member-At-Large (Chairman)
DAN MILLER – Nevada County Board of Supervisors
VALERIE MOBERG – Nevada City City Council
ED SCOFIELD – Nevada County Board of Supervisors

DANIEL B. LANDON, Executive Director
Nevada County Transportation Commission
Nevada County Airport Land Use Commission

File: 40.1.4

MEMORANDUM

TO: Nevada County Airport Land Use Commission

FROM: Daniel B. Landon, Executive Director 

SUBJECT: Request for Nevada County Airport Land Use Commission Consistency Determination, Northern Sierra Propane Project

DATE: May, 17, 2017

ACTION REQUESTED: Adopt Nevada County Airport Land Use Commission (NCALUC) Resolution 17-01 finding that the proposed Northern Sierra Propane project is consistent with the Nevada County Airport Land Use Compatibility Plan (NCALUCP).

BACKGROUND:

Project Description: Northern Sierra Propane Company, currently located at 13121 John Bauer Avenue, has submitted an application to Nevada County for a development permit for a proposed 2,000 square-foot office building, 2,016 square-foot warehouse/garage and parking for a propane business at 13145 Loma Rica Drive. The applicant also proposes two 30,000 gallon outdoor propane storage tanks. Please see the attached Nevada County Planning Department Project Description, Google maps showing the project location, and letter dated 4/10/2017 from the applicant's engineer with a letter of approval from Nevada County Fire Marshall and a site plan attached. The project is located in Compatibility Zone B2 (see attached *NCALUCP Compatibility Policy Map*).

Applicable Airport Land Use Compatibility Plan Policies: The Nevada County General Plan has been reviewed and found consistent with the NCALUCP. Therefore, under NCALUCP Policy 1.4.2(b) Nevada County Airport Land Use Commission no longer has authority under state law to require that all actions, regulations, and permits be referred to the Nevada County Airport Land Use Commission for consistency determination. Therefore, the Nevada County Airport Land Use Commission is acting in an advisory capacity when reviewing this project. This means that Nevada County is not required to adhere to the overruling process if they elect to approve this project without incorporating design changes or conditions suggested by the Nevada County Airport Land Use Commission.

NCALUCP Policy 5.2.5 (c) states that within Compatibility Zone B2, aboveground storage of more than 6,000 gallons of non-aviation flammable material is not permitted. This limit coincides with a break-point used in the uniform fire code to distinguish between different classes of tanks.

Consistency with Compatibility Zone B2 Criteria: The goal of establishing land use compatibility policies is not only to prevent the encroachment of incompatible land uses, but to also encourage the development of land uses that are both appropriate and beneficial to the surrounding community. Developing an effective airport land use compatibility plan involves not only understanding the regulatory basis for land-use restrictions and the ways in which area of an airport operates, it also requires an understanding of the surrounding communities, including the land uses there now and what is planned for the future.

The purpose of noise compatibility policies is to avoid establishment of noise sensitive land uses in the portions of the airport environs that are exposed to significant levels of aircraft noise.

Safety policy objectives are to minimize the risk of aircraft accidents to people and property on the ground near airports. The ideal application of this objective would result in no development being allowed in the airport vicinity. For most airports, however, this is clearly not a practical approach to land use compatibility planning. The question thus becomes one of deciding which land uses are acceptable and which are unacceptable in various portions of the airport environs. The resulting policies are normally portrayed in the form of a set of compatibility criteria applicable within each of the defined safety or compatibility zones.

Compared to noise, safety is in many respects a more difficult concern to address in airport land use compatibility policies. The major reason for this difference is that safety policies address uncertain events that may occur with occasional aircraft operations, whereas noise policies deal with known, more or less predictable events which do occur with every aircraft operation. Because aircraft accidents happen infrequently and the time, place, and consequences of an individual accident's occurrence cannot be predicted, the concept of risk is central to the assessment of safety compatibility. It is necessary to look beyond an individual airport in order to assemble enough data to be statistically valid. The California Airport Land Use Planning Handbook (Handbook), prepared by State of California Department of Transportation, Division of Aeronautics, includes a significant amount of information related to aircraft accident characteristics, patterns, and safety risks. Chapters 3 and 4 of the Handbook provide guidance related to the design of compatibility zones (see attached: *Safety Zone 5-Sideline Zone* and *Safety Compatibility Zone Examples-General Aviation Runways*).

A point to emphasize is that delineation of safety/compatibility zones and definition of criteria applicable within those zones are closely intertwined. The process is usually an iterative one: initial zones and criteria are drafted and then each is fine-tuned as necessary in recognition of the peculiarities of the specific airport and its environs. This process is particularly applicable when compatibility zones and criteria are formulated to take into account the combination of noise and safety compatibility concerns (see attached: *Compatibility Factors Map: Noise and Overflight*, and *Compatibility Factors Map: Safety and Airspace Protection*).

A review and comparison of the NCALUCP *Compatibility Policy Map* with the *Safety Compatibility Zone Examples-General Aviation Runways* from the Handbook, shows that NCALUCP Compatibility Zone B2 correlates with Safety Zone 5-Sideline Zone in the Handbook. Additionally, Compatibility Zone B2 is much wider than the standard example of Safety Zone 5. The NCALUCP *Compatibility Factors Map: Noise and Overflight*, shows that the width of Compatibility Zone B2 was designed to include the 60 dB Community Noise Equivalent Level (CNEL). While the standard width of Safety Zone 5 along a Medium General Aviation Runway is 750 feet, the inclusion of the 60dB CNEL increased the width of Compatibility Zone B2 to 1,250 feet.

In relating these factors to the Northern Sierra Propane application, the proposed tanks would be located over 1,100 feet south of the runway centerline, or approximately 350 feet beyond the standard limit of a Safety Zone 5-Sideline Zone. Also, due to the topography of the area the elevation of the proposed tank location is over 600 feet below the elevation of the runway.

NCALUC STAFF RECOMMENDATION:

Based on the information provided in the Northern Sierra Propane Company application and a review of the criteria used to designate NCALUCP Compatibility Zone B2, NCALUC staff recommends that this project be found "consistent" with the NCALUCP. This recommendation is based on:

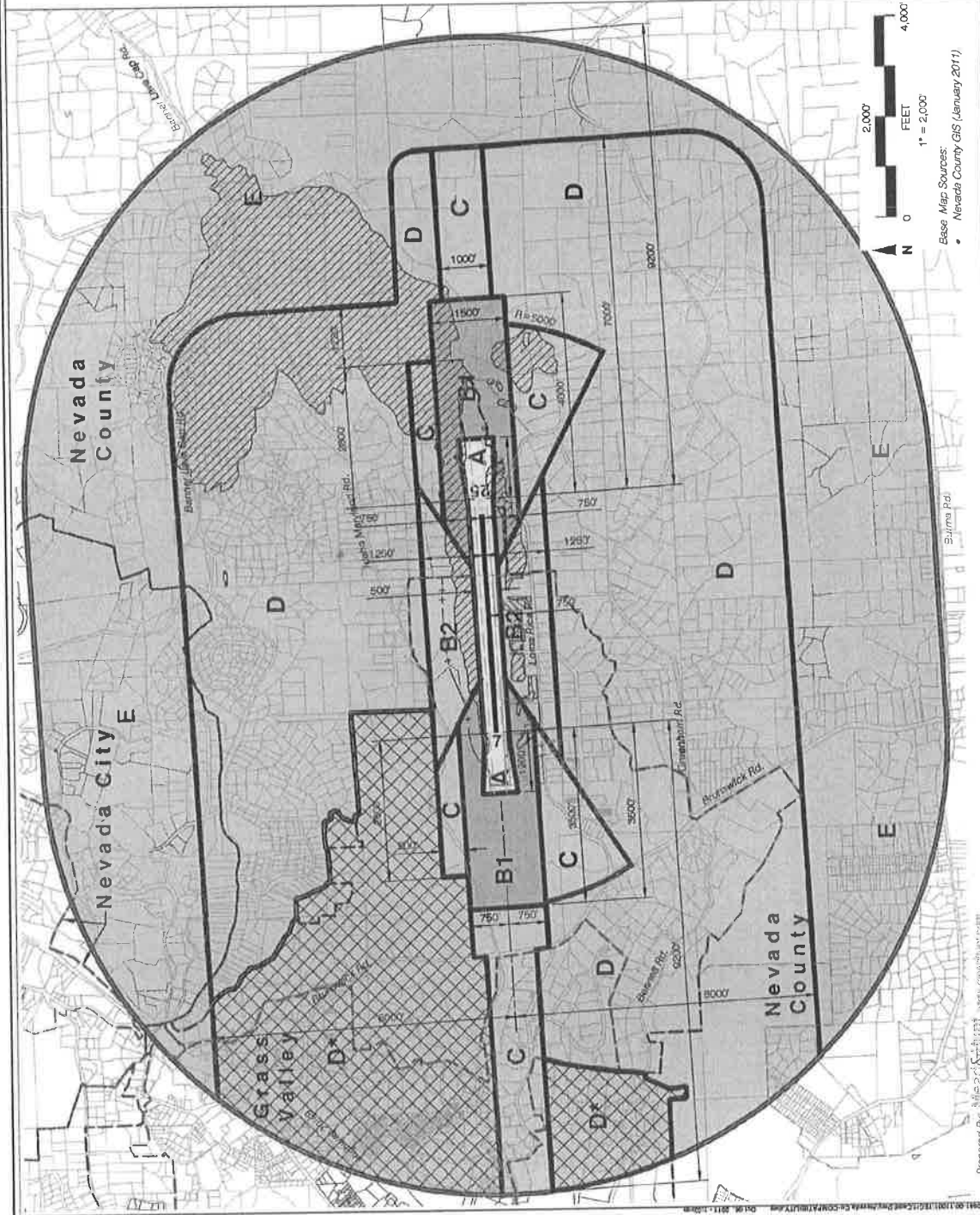
- 1) The distance of the proposed tank location from the runway centerline.
- 2) The structural features of the proposed tanks and approval by the fire marshal.
- 3) The project area is approximately 600 feet lower in elevation than the airport runway.

These factors enable the NCALUC to find that the proposed land use will not create a safety hazard to people on the ground, or aircraft in flight, nor result in excessive noise exposure for the proposed use.

As required by NCALUCP Policy 3.1.9, for properties within Compatibility Zone B2, an aviation easement shall be dedicated to Nevada County as a condition for development approval.

In accordance with NCALUCP Policy 5.5.5, approval of this Consistency Determination requires a two-thirds majority approval of the NCALUC members present and voting on the matter.

attachments



Legend

- Boundary Lines**
- Airport Property Line
 - - - Proposed Airport Property Acquisition
 - City Limits
 - - - Grass Valley Planning Area
 - - - Nevada City Sphere of Influence
 - - - Existing Runway (4,350')
 - - - Future Runway (4,650')
 - - - Object Free Area
 - - - Airport Influence Area

Compatibility Zones

- Zone A - Runway Clear Zone
- Zone B1 - Inner Approach Zone
- Zone B2 - Stopway Zone
- Zone C - Inner Buffering Zone
- Zone D - Outer Buffering Zone
- Zone D* - Other Airport Elements
- Zone E - Height Review Overlay

Notes

1. See Chapter 2, Table 2A, Basic Compatibility Criteria.

**Nevada County Airport
Land Use Compatibility Plan**
(Adopted September 2011)

Map 2A

Compatibility Policy Map

Scale Map Sources:
• Nevada County GIS (January 2011)

4 DEVELOPING AIRPORT LAND USE COMPATIBILITY POLICIES

Nature of Risk

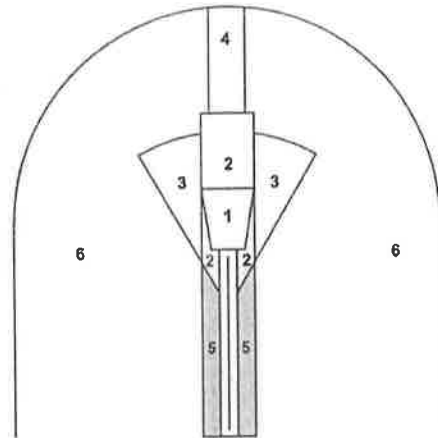
- Normal Maneuvers
 - Area not normally overflowed; primary risk is with aircraft (especially twins) losing directional control on takeoff, excessive crosswind gusts or engine torque
- Altitude
 - Runway elevation
- Common accident types
 - Arrival and Departure: Aircraft losing directional control and veering off the side of the runway
- Risk Level
 - Low to moderate
 - Percentage of near-runway accidents in this zone: 3% - 5%



INITIAL LIFT-OFF OR LANDING
TOUCHDOWN

Basic Compatibility Policies

- Normally Allow
 - Uses allowed in Zone 4 (subject to height limitations for airspace protection)
 - All common aviation-related activities provided that FAA height-limit criteria are met
- Limit
 - Nonresidential uses similarly to Zone 3
- Avoid
 - Residential uses unless airport related (noise usually also a factor)
 - High-intensity nonresidential uses
- Prohibit
 - Stadiums, group recreational uses
 - Children's schools, large daycare centers, hospitals, nursing homes



Refer to Chapter 3 for dimensions.

	Maximum Residential Densities	Maximum Nonresidential Intensities	Maximum Single Acre
	Average number of dwelling units per gross acre	Average number of people per gross acre	3x the Average number of people per gross acre
Rural	See Note A	50 – 70	150 – 210
Suburban	1 per 1 - 2 ac.	70 – 100	210 – 300
Urban	See Note B	100 – 150	300 – 450
Dense Urban	See Note B	See Note B	See Note B

Note A: Maintain current zoning if less than density criteria for suburban setting.

Note B: Allow infill at up the average of surrounding residential area.

FIGURE 4F

Safety Zone 5 – Sideline Zone

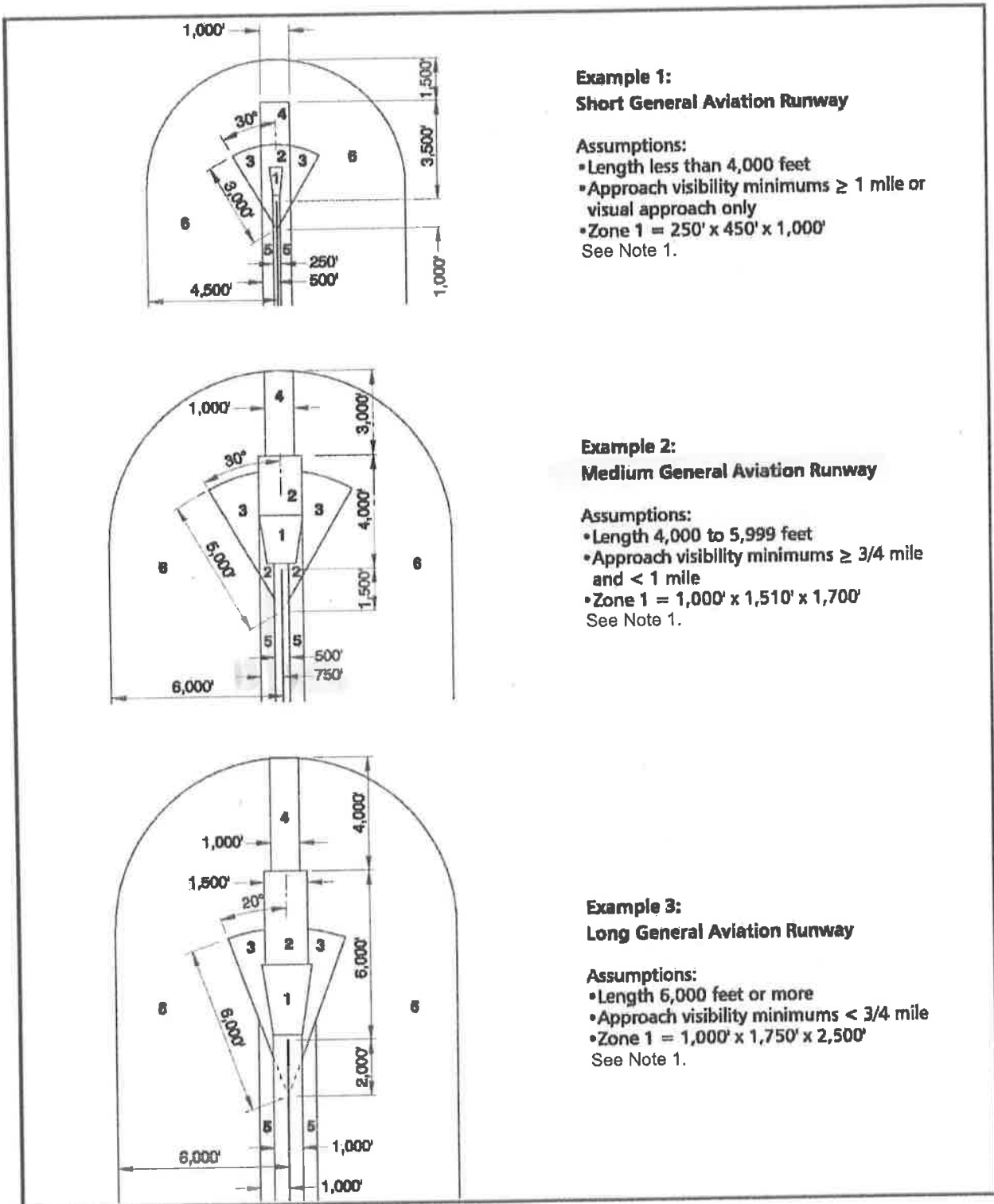
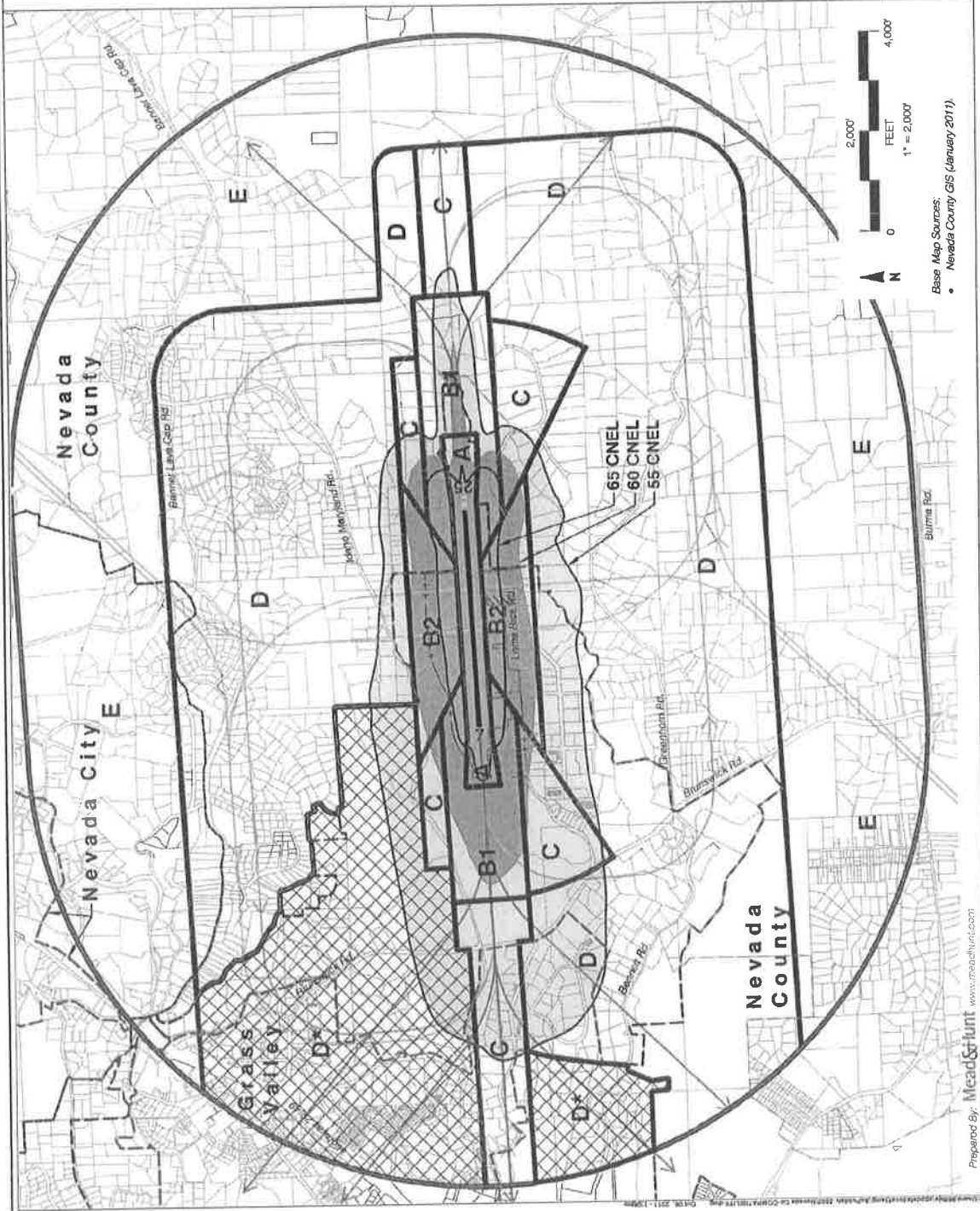


FIGURE 3A

Safety Compatibility Zone Examples – General Aviation Runways



Legend

- Boundary Lines**
- Airport Property Line
 - - - Proposed Airport Property Acquisition
 - City Limits
 - Grass Valley Planning Area
 - Grass Valley Sphere of Influence
 - Nevada City Sphere of Influence
 - Existing Runway (4,350')
 - Future Runway (4,650')
 - Airport Influence Area

Compatibility Zones¹

- Zone A - Runway Clear Zone
- Zone B1 - Inner Approach Zone
- Zone B2 - Staircase Zone
- Zone C - Inner Turning Zone & Extended Approach Zone
- Zone D - Traffic Pattern Zone
- Zone D* - Urban Overlay Zone
- Zone E - Outer Airport Environs

Calculated Noise Contours

- 55 dB CNEL } 60,000 Annual Operations
- 60 dB CNEL } (194 Average Annual Day)
- 65 dB CNEL }

Calculated Flight Tracks³

- Arrival
- Departure
- Touch-n-Go

Notes

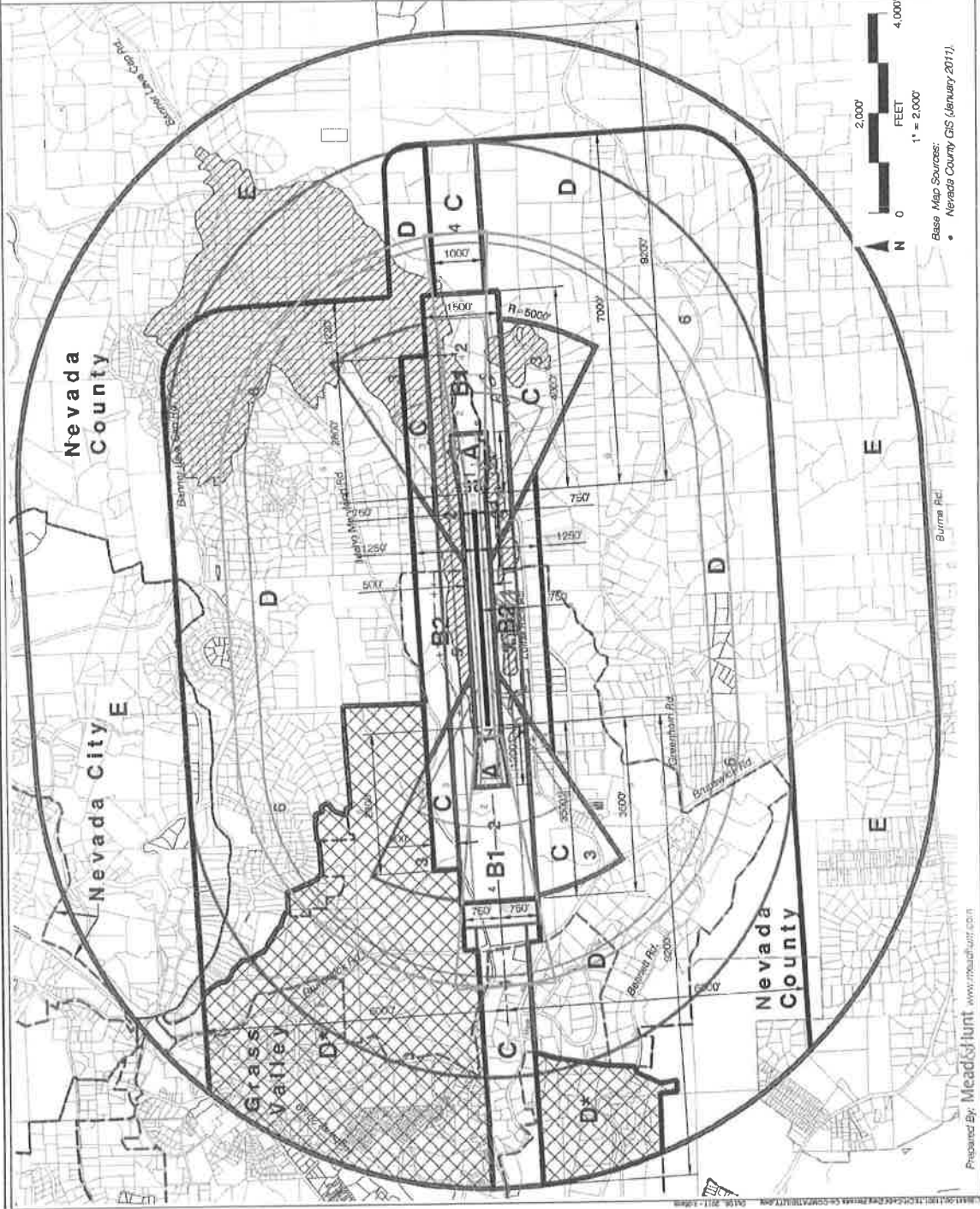
1. See Chapter 2, Table 2B, Compatibility Zone Delineation.
2. Source: Mead & Hunt, Inc., using Integrated Noise Model (INM) 7.0b (April 2011). Contours represent average daily noise exposure for 60,000 annual operations on future runway. Contours modeled using USGS terrain data. Terrain results in shorter contours to west and wider contours near center of airport.
3. Flight tracks represent general arrival and departure routes.
4. Prevailing winds out of the west. Runway 25 is designated calm wind runway.
5. Departures on Runway 7 and arrivals on Runway 25 not recommended in right due to severe runway gradient (ranging from west to east). File attack aircraft typically land on Runway 7.
6. Aircraft departing Runway 25 advised to climb to 3,000' MSL (666' above airport elevation) before turning (source: Airport management).

**Nevada County Airport
Land Use Compatibility Plan
(Adopted September 2011)**

**Exhibit 3-5
Compatibility Factors Map:
Noise and Overflight**

Base Map Sources:
• Nevada County GIS (January 2011)

Prepared By: Mead & Hunt www.meadandhunt.com



Legend

- Airport Property Line
- Proposed Airport Property Acquisition
- City Limits
- Grass Valley Planning Area
- Grass Valley Sphere of Influence
- Nevada City Sphere of Influence
- Existing Runway (4.3507)
- Future Runway (4.6507)
- Airport Influence Area

Compatibility Zones¹

- Zone A - Runway Clear Zone
- Zone B1 - Inner Approach Zone
- Zone B2 - Slotline Zone
- Zone C - Inner Turning Zone & Extended Approach Zone
- Zone D - Traffic Pattern Zone
- Zone D* - Urban Overlay Zone
- Zone E - Other Airport Environs

Compatibility Factors²

- Safety Zones (short general aviation runway)
- Safety Zones (medium general aviation runway)
- Part 77 Surface (approach and horizontal)
- Part 77 Surface Penetration³

Notes

1. See Chapter 2, Table 2B, Compatibility Zone Delineation.
2. Source: California Airport Land Use Planning Handbook (January 2002).
3. Source: Part 77 Surface penetration (100' added to ground level shaded area), Nevada County Airport Airspaces Plan (April 2009).

**Nevada County Airport
Land Use Compatibility Plan
(Adopted September 2011)**

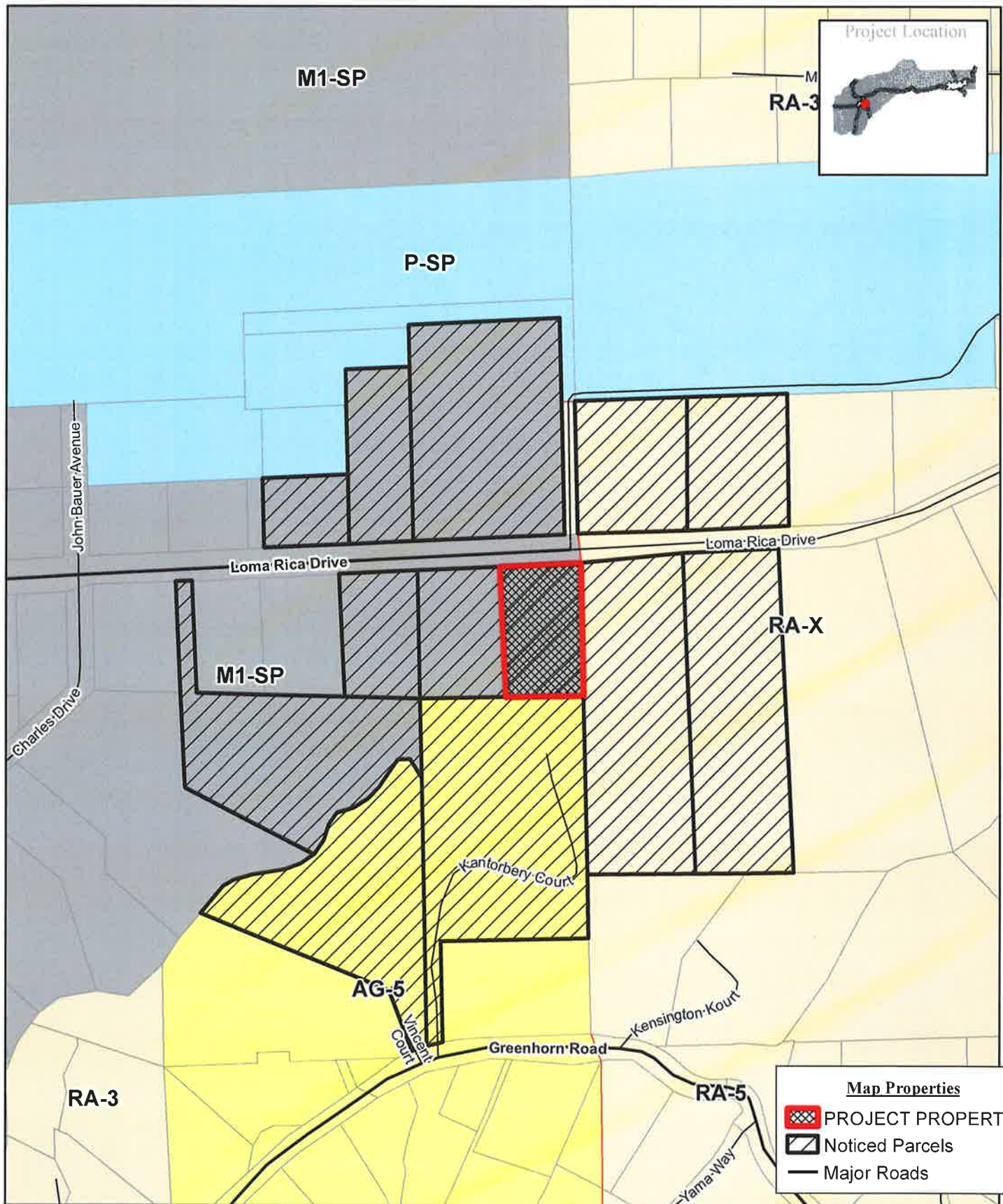
Exhibit 3-6

**Compatibility Factors Map:
Safety and Airspace Protection**


Base Map Sources:
• Nevada County GIS (January 2011).

Prepared By: Meads of Hunt www.meadsofhunt.com

Northern Sierra Propane Development Permit Zoning, Vicinity and Public Notice Map



Map Properties

-  PROJECT PROPERTY
-  Noticed Parcels
-  Major Roads



Every reasonable effort has been made to ensure the accuracy of the maps and data provided hereunder; however, some information may not be accurate. The County of Nevada assumes no responsibility arising from use of this information. THIS MAPS AND ASSOCIATED DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed or implied, including but not limited to the implied warranties of merchantability and fitness for a particular purpose. Before making decisions using the information provided on this map, contact the Nevada County Public Counter staff to confirm the validity of the data provided.

PROJECT NO.	06-920-10
DATE	04/23/2017
DRAWN BY	KJM
CHECKED BY	KJM
SCALE	AS SHOWN

NO.	REVISIONS
1	ISSUED FOR PERMIT

NORTHERN SIERRA PROPANE
P.R.N. 06-920-10
PRELIMINARY SITE PLAN FOR:

NELSON ENGINEERING
1988 MIDCOURT DRIVE
VAN NUYS, CA 91411
(818) 708-1111



- LEGEND**
- PROPOSED 2:1 CUT SLOPES (UNLESS OTHERWISE NOTED)
 - PROPOSED 2:1 FILL SLOPES
 - PROPERTY LINE
 - EXIST. EDGE OF PAVEMENT
 - PROPOSED STORM DRAIN CULVERT (AS CALLED OUT)
 - EXIST. STORM DRAIN PIPE 4" SIZE
 - PROPOSED PAVEMENT AREA
 - PROPOSED 4" CONCRETE AREA
 - 30% OR GREATER SLOPE PER FINAL MARKINGS 6/7/11
 - PROPOSED RED-BLOCK RETAINING WALL
 - PROPOSED LANDSCAPE AREA
 - PROPOSED NATURAL/OPEN SPACE AREA
 - PROPOSED 6-1/2" HIGH SOLID WALL
 - PROPOSED CURB PAINTED NO PARKING - FIRE LANE
 - PROPOSED 8" CURB
 - EXISTING TREE TO BE REMOVED
 - EXISTING TREE TO BE MAINTAINED
 - PROPOSED PARKING POLE LIGHT (MAX. Ht. 15')
 - ADJ. PATH OF TRAVEL (Minimum Parking Slope of 5.0% (Minimum Cross Slope of 1.0%))

TREE STATISTICS

EXISTING TREES	TREES TO BE REMOVED
44	1
24	0
17	0
17	0
TOTAL TREES	TOTAL TREES
91	1

PARKING REQUIREMENTS

PROPOSED:	PERCENTAGE
4.0%	4.0%
3.1%	3.1%
11.8%	11.8%
33.2%	33.2%
TOTAL PARKING STALLS PROPOSED:	25

SITE STATISTICS

DESCRIPTION	FOOTAGE	PERCENTAGE
BUILDING COVERAGE	4,018 s.f.	4.0%
CONCRETE CURBS & WALKWAYS	1,085 s.f.	3.1%
GRAVEL AREA	11,850 s.f.	11.8%
LANDSCAPE AREA (M.S. 1.1-4.2.1)	35,126 s.f.	33.2%
ADJACENT PARKING	5,070 s.f.	5.1%
SOFT LOT BUFFER	6,200 s.f.	6.2%
ADJACENT DRIVEWAY SPACE (M.S. 4.2.10)	47,205 s.f.	47.2%
TOTALS	99,776 s.f.	100.0%

NOTE: MORE TREES EXIST IN "NON-RESTORANCE" AREA THAN WERE REMOVED OR PLANNED FOR.

PERMITS & PROPOSED ZONING

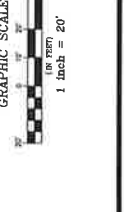
APPLICANT: NORTHERN SIERRA PROPANE
13111 JOHN BERRY AVENUE
VAN NUYS, CA 91411

ENGINEERING/PLANNING: NELSON ENGINEERING
1988 MIDCOURT DRIVE
VAN NUYS, CA 91411

ELECTRICAL UTILITIES: PACIFIC GAS & ELECTRIC

DATE/QUANTITIES: 06-20-17
FILL (53K 3900K) = 6,000 CY
EMERT = 0 CY

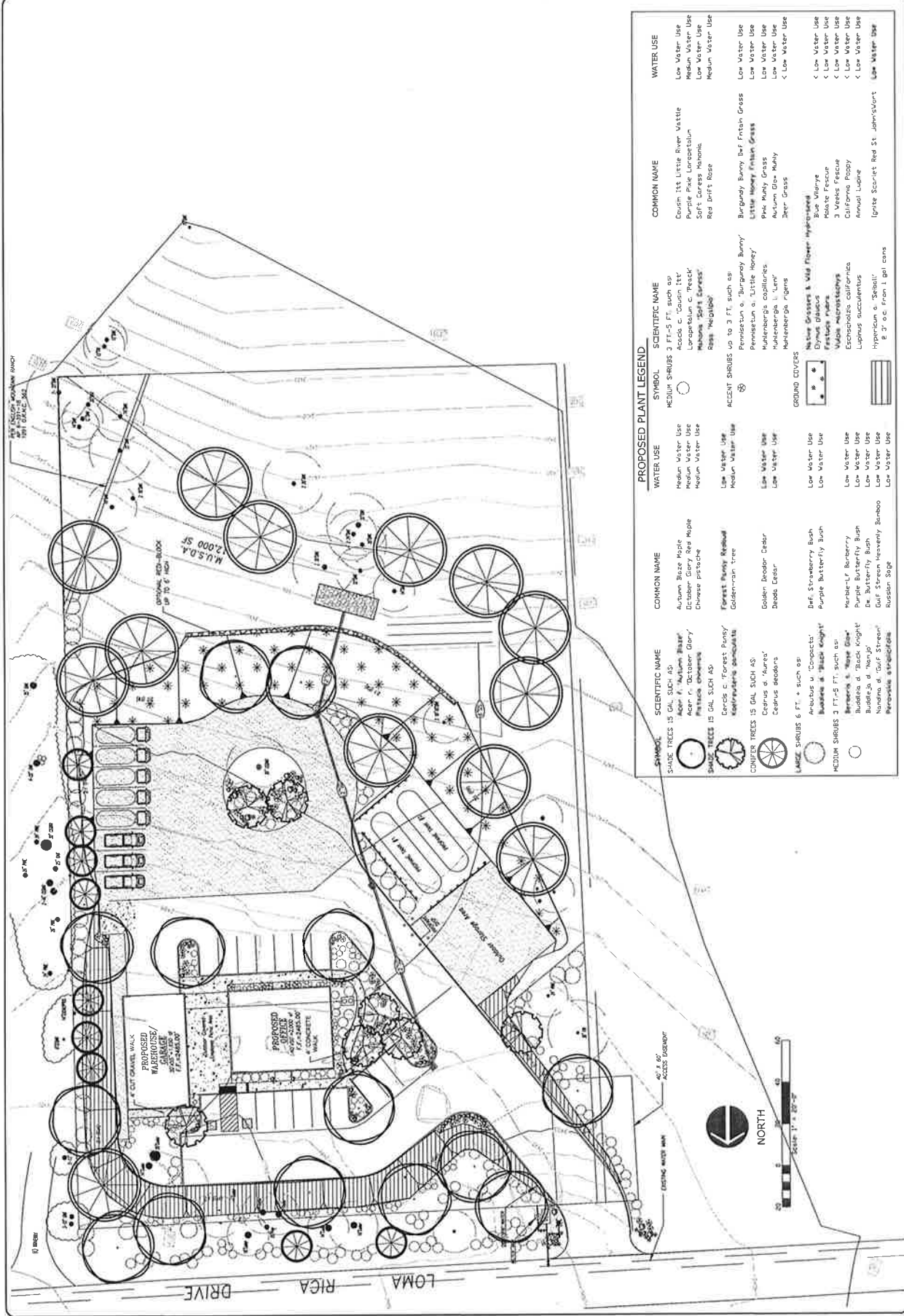
TOTAL SITE COVERAGE: 99,776 SQ. FT.



CONCEPTUAL LANDSCAPE PLAN
 NORTHERN SIERRA PROPRANE
 13145 LOMA RICA DR. * GRASS VALLEY, CA

DATE: 09/30/2016
 SCALE: AS SHOWN
 JOB #: 1616 (6-302)

L1.0



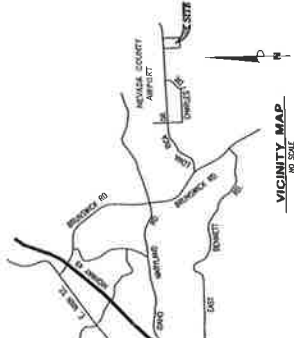
PROPOSED PLANT LEGEND

SYMBOL	SCIENTIFIC NAME	COMMON NAME	WATER USE	PROPOSED PLANT LEGEND	SCIENTIFIC NAME	COMMON NAME	WATER USE
(Large circle)	SHADE TREES 15 CAL. SUCH AS: Arbutus Menziesii 'Village' Magnolia grandiflora Ficus religiosa Ficus religiosa	Arbutus Menziesii Magnolia grandiflora Chinese pistache	Medium Water Use Medium Water Use Medium Water Use		PERENNIALS Periwinkle Muhlenbergia Muhlenbergia	Periwinkle Little Honey Purple Prairie Red Drift Rose	Low Water Use Medium Water Use Low Water Use
(Medium circle)	SHADE TREES 15 CAL. SUCH AS: Cercis canadensis Magnolia grandiflora	Cercis canadensis Golden Pines Maple	Medium Water Use Medium Water Use		PERENNIALS Periwinkle Muhlenbergia Muhlenbergia	Periwinkle Little Honey Purple Prairie Red Drift Rose	Low Water Use Medium Water Use Low Water Use
(Small circle)	CONIFER TREES 15 GAL. SUCH AS: Cedrus deodora Cedrus deodora	Golden Pines Maple Dwarf Cedar	Low Water Use Low Water Use		PERENNIALS Periwinkle Muhlenbergia Muhlenbergia	Periwinkle Little Honey Purple Prairie Red Drift Rose	Low Water Use Medium Water Use Low Water Use
(Large circle)	LARGE SHRUBS 6 FT. + such as: Arbutus menziesii Buddleia davidii 'Black Knight'	Def. Strawberry Bush Purple Butterfly Bush	Low Water Use Low Water Use		PERENNIALS Periwinkle Muhlenbergia Muhlenbergia	Periwinkle Little Honey Purple Prairie Red Drift Rose	Low Water Use Medium Water Use Low Water Use
(Medium circle)	MEDIUM SHRUBS 3 FT.-5 FT. such as: Berberis thunbergii Buddleia davidii 'Black Knight'	Berberis thunbergii Purple Butterfly Bush	Low Water Use Low Water Use		PERENNIALS Periwinkle Muhlenbergia Muhlenbergia	Periwinkle Little Honey Purple Prairie Red Drift Rose	Low Water Use Medium Water Use Low Water Use
(Small circle)	MEDIUM SHRUBS 3 FT.-5 FT. such as: Nandina domestica Panicum capillare	Low Water Use Low Water Use	Low Water Use Low Water Use		PERENNIALS Periwinkle Muhlenbergia Muhlenbergia	Periwinkle Little Honey Purple Prairie Red Drift Rose	Low Water Use Medium Water Use Low Water Use

NO.	REVISIONS	DATE	DESIGNED BY	CHECKED BY	DATE

NORTHERN SIERRA PROPANE
 PRELIMINARY LIGHTING PLAN FOR:
 A.P.N. 06-920-10
 COUNTY OF MENDOTA, CALIFORNIA

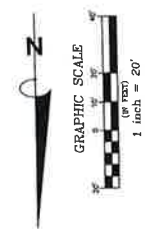
NELSON
ENGINEERING
 10981 Redwood Drive
 Fresno, CA 93749
 (530) 432-1818
 www.nelsoneng.com



- LEGEND**
- PROPOSED 2:1 CUT SLOPES (UNLESS OTHERWISE NOTED)
 - PROPERTY LINE
 - EXISTING LANDSCAPE AREA
 - PROPOSED LANDSCAPE AREA
 - PROPOSED LIGHT POLE - Showtimes TM LED
 - INDICATES 3.6 Foot Cande
 - INDICATES 2.0 Foot Cande
 - INDICATES 0.20 Foot Cande
 - INDICATES 0.20 Foot Cande
 - INDICATES 0.10 Foot Cande

PROJECT PROPOSAL:
 A DEVELOPMENT PROPOSAL FOR A PROPANE
 AND EQUIPMENT STORAGE FACILITY
APPLICANT:
 NORTHERN SIERRA PROPANE
 2125 AVENUE 108, SUITE 100
 FRESNO, CALIFORNIA 93720
 (530) 477-2854
ENGINEERING/PLANNING:
 NELSON ENGINEERING
 10981 REDWOOD DRIVE
 FRESNO, CALIFORNIA 93749
 (530) 432-1818
SITE ADDRESS:
 06-920-10
ASSESSOR'S PARCEL NUMBER:
 06-920-10

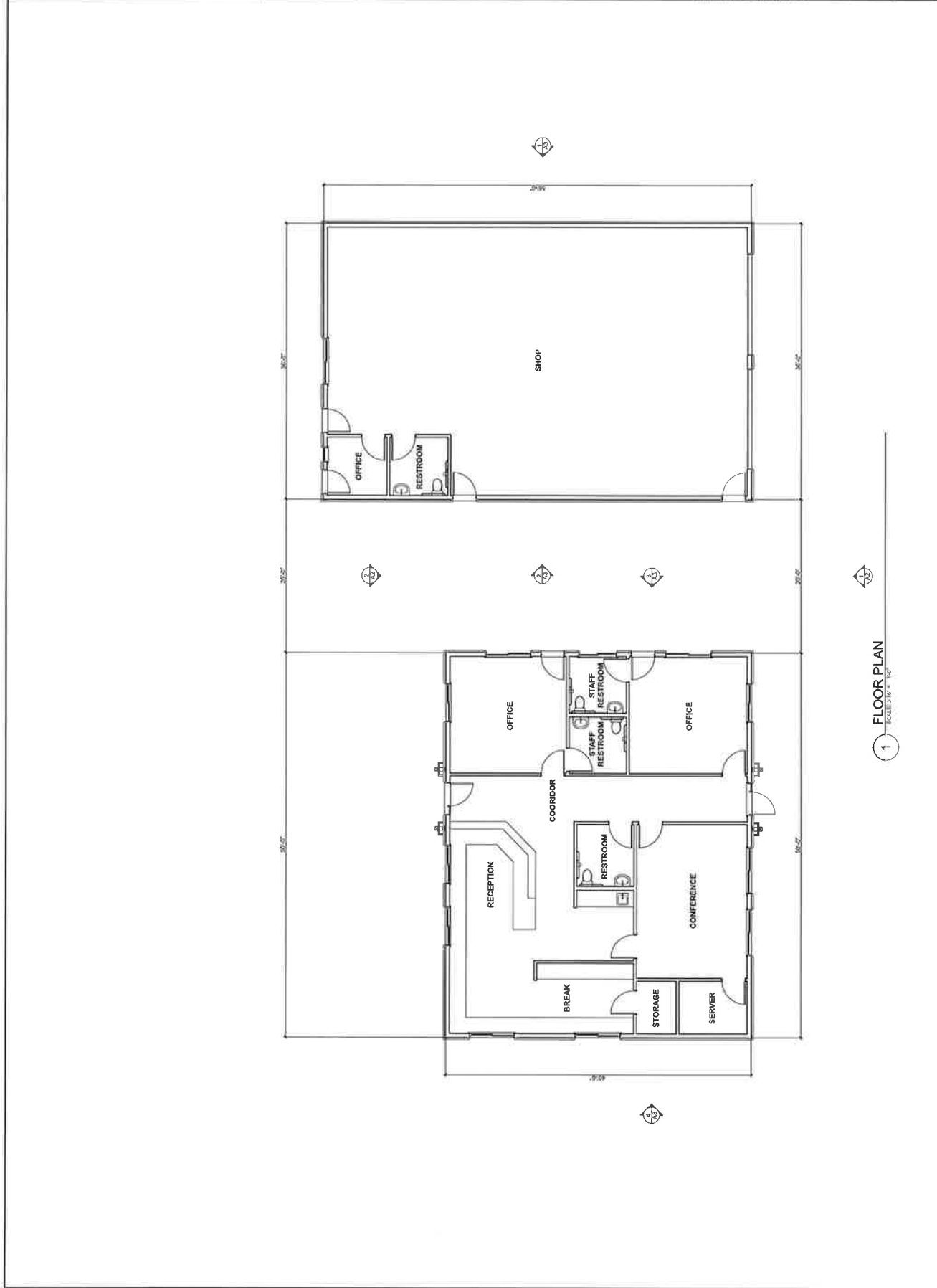
EXISTING & PROPOSED ZONING:
 M1-SF
FIRE PROTECTION:
 MENDOTA COUNTY CONSOLIDATED FIRE DISTRICT
WATER:
 MENDOTA COUNTY DISTRICT
SEWER DISPOSAL:
 SEWIC
ELECTRICAL UTILITIES:
 PACIFIC GAS & ELECTRIC





NORTHERN SIERRA PROPANE
 12465 LOMA RICA DR
 GRASS VALLEY, CA 95945
 APN: 08-020-10

REV.	DATE	DESCRIPTION



1 FLOOR PLAN
 SCALE: 1/8" = 1'-0"

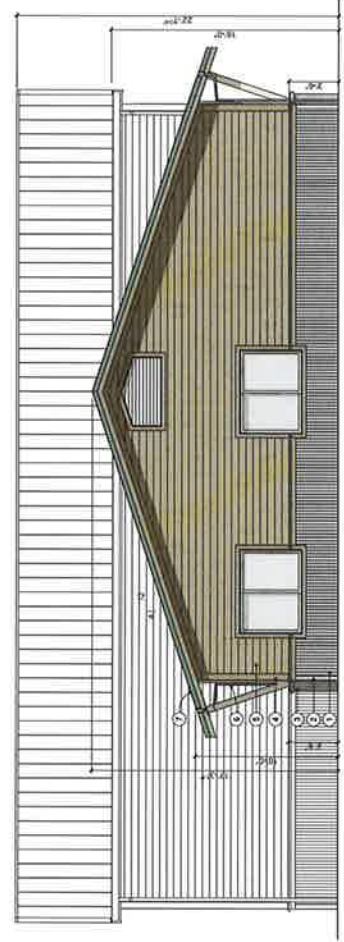
2023 Propane - 01/14/2023 (DWG) 1:1 2023 Propane - 02/15/23 - Services & Propane Installation & Gas Piping



REV.	DATE	DESCRIPTION

BUILDING ELEVATIONS

- MATERIAL LEGEND**
- 1 CORRUGATED METAL SIDING, METAL SALES GALVALUME
 - 2 METAL TRIM, COLOR TO MATCH SIDING
 - 3 CAST IN PLACE CONCRETE
 - 4 TRIM, COLOR TO MATCH LAP SIDING
 - 5 HARDIE PLANK LAP SIDING, KHAKI BROWN
 - 6 GUTTER & DOWNSPOUT PAINTED TO MATCH ADJ. SIDING
 - 7 METAL ROOFING, METAL SALES SIERRA GREEN



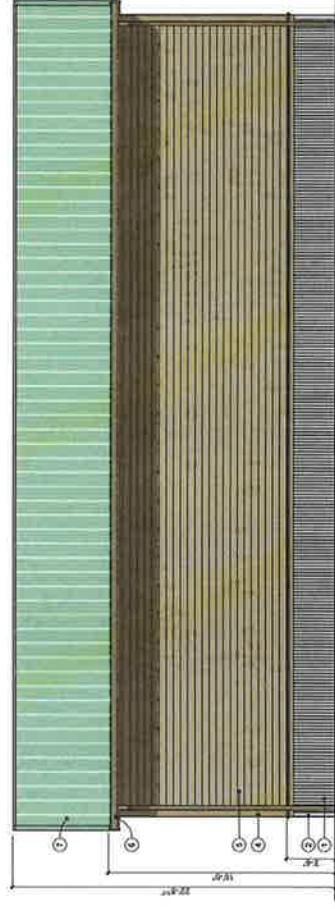
4 WEST OFFICE ELEVATION
 SCALE: 1/8" = 1'-0"



3 EAST OFFICE ELEVATION
 SCALE: 1/8" = 1'-0"



2 WEST SHOP ELEVATION
 SCALE: 1/8" = 1'-0"



1 EAST SHOP ELEVATION
 SCALE: 1/8" = 1'-0"

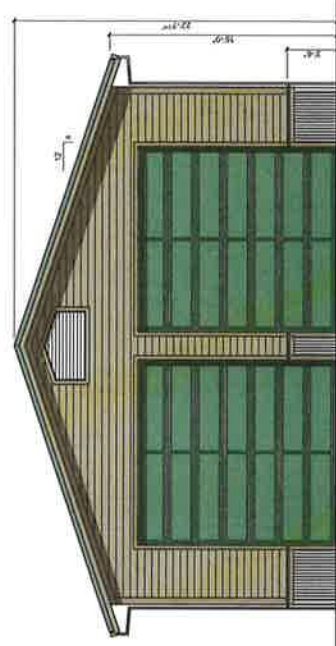
BUILDING ELEVATIONS

REV.	DATE	DESCRIPTION

NORTHERN SIERRA PROPANE
 13145 LOMA RICA DR
 GRASS VALLEY, CA 95945
 APN: 09-020-10



BRENT DAGGETT
 ARCHITECT/PLANNER
 15498 RIDGE ESTATES ROAD
 NEVADA CITY 95959

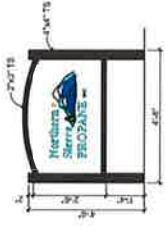


2 NORTH ELEVATION
 SCALE: 1/4" = 1'-0"

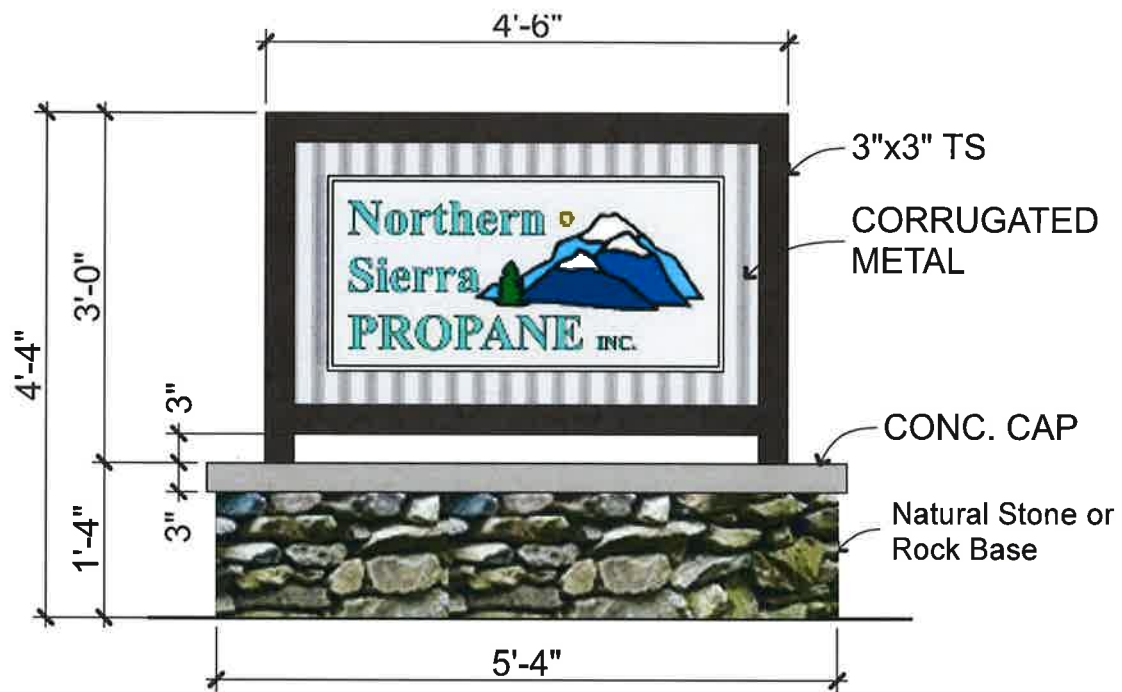


1 SOUTH ELEVATION
 SCALE: 1/4" = 1'-0"

- MATERIAL LEGEND**
- 1 CORRUGATED METAL SIDING, METAL SALES GALVALUME
 - 2 METAL TRIM, COLOR TO MATCH SIDING
 - 3 CAST-IN PLACE CONCRETE
 - 4 TRIM, COLOR TO MATCH LAF SIDING
 - 5 HARDIE PLANK LAF SIDING, JH401 BROWN
 - 6 GUTTER & DOWNSPOUT, PAINTED TO MATCH ADJ. SIDING
 - 7 METAL ROOFING, METAL SALES SIERRA GREEN



3 MONUMENT SIGN
 SCALE: 1/4" = 1'-0"



3

MONUMENT SIGN

SCALE: 1/2" = 1'-0"

Wawona Madrono Homeowners Association

Louise Taylor, President
14121 Loma Rica Drive
Grass Valley, CA 95945
530-477-9888
Email "Louise Taylor" <let@berkeley.edu>

November 4, 2016

J.D. Trebec
Associate Planner
Nevada County Planning Department
950 Maidu Ave., Suite 170
Nevada City, CA 95959-8617

Re: 13145 Loma Rica Drive

Dear Mr. Trebec:

I am writing on behalf of the Directors of Wawona Madrono Homeowners Association. Kevin Nelson, Project Engineer, has sent me a copy of the plans being proposed for Northern Sierra Propane Company. We appreciate the advance notice and that you are willing to work with us prior to finalizing the plans and presenting them to the Planning Commission.

We also appreciate the engineer recognizing our previous concerns with respect to the buildings facing Loma Rica Drive and the private residential property abutting Lot 16.

We have a couple of questions with respect to regulations and legal requirements:

- Is there a regulation of how close a propane company or (2) 30,000 gallon propane tanks can be to a residence?
- May we have a detailed list of all applicable Federal, State and local regulations (numbers and content) a propane company must meet in building and operating?
- How will the County ensure compliance with these regulations?
- Who is responsible for signing off and reviewing the evidence that these regulations have been complied with?
- Considering the number of propane storage tanks in the industrial area, does the County have a safety plan in the event of a catastrophe?

We continue to object strongly on the removal of approximately 54 trees and other vegetation along the greenbelt that separates our quiet, wooded neighborhood from the lot. The landscape plans call for small deciduous trees at

the northeast corner of the property – although beautiful in the summer and fall, they will be mere limbs and cannot shelter our view of a commercial business. We would prefer to see larger (than 15 gallon) fast growing conifers planted at that corner and down the side for a distance to shelter the commercial nature of the site. [I know the rebuttal to this argument is that we knew our neighborhood abutted an industrial area. However, few if any of us realized that those lovely trees would be removed when someone built on the property.]

Some of our neighbors will be writing to you about their concerns. We support them and ask that you listen and work with them on their concerns.

Thank you for the opportunity to respond before this is sent to the Planning Commission.

Louise E. Taylor, President
Wawona Madrono Homeowners Association

Cc: WMHOA Board of Directors
Don and Kimberlee Crevoiserat
Gary and Pauline Rudolph
Wawona Madrono Homeowners
Ed Rogers
Tyler Barrington, Principal Planner
Kevin Nelson, Project Engineer

November 11, 2016

J.D. Trebec
Associate Planner
Nevada County Planning Department
950 Maidu Ave., Suite 170
Nevada City, CA 95959-8617

Re: Proposed Northern Sierra Propane Project on Lot 16 of the English Mountain Park Subdivision located at 13145 Loma Rica Drive

Dear Mr. Trebec,

Thank you for returning my call and helping me to understand how best to communicate my concerns and wishes regarding the proposed Northern Sierra Propane project. My husband and I own the residential property on the eastern border directly adjacent to the proposed development. It is our desire to work with the Planning Department in conjunction with the prospective owner to ensure a best-case scenario enabling the property development to move forward while also protecting our rights as residential property owners. Following is a list of our concerns and wishes:

1. On March 24, 2015, The Nevada County Board of Supervisors approved the previously submitted property development plans with certain modifications to protect the residential property owners directly adjacent to the proposed Lot 16 development. Upon visual inspection of the newly proposed Lot 16 plans, I see that some of those protections have not been incorporated. We would appreciate your taking those already approved protections into consideration as you review the new plans.

Areas of particular concern that were incorporated into Exhibit A of the English Mountain Park Lot 16 Revised Development Permit Conditions of Approval (DP13-002, EIS-026) are:

- A.1. The use of the site shall be consistent with the allowable uses for the M1-SP zoning district and does not include any outdoor uses. Any intensification of use shall require additional environmental review to ensure compatibility with adjacent uses relative to privacy, noise and on-site activity.
- A.3. All proposed exterior lighting shall be shown on building plans. Exterior lighting within the parking lot and outdoor areas shall be limited to no more than 20 feet in height, shall be screened and directed downward to prevent off-site spill and night sky pollution.
- A.19. Limit construction work hours to 7:00 AM to 7:00 PM, Monday – Friday. Prior to issuance of grading and building permits, improvement plans shall reflect hours of construction.
- A.20. Incorporate noise attenuation features into the design of the eastern project boundary (Mitigation Measure 12B) through the use of:

- Eight (8) foot concrete/cement wall extending around southeastern portion of the parking lot extending not less than the length of the first four (4) parking stalls moving west with final design to be approved by Nevada County Planning Department and if necessary reviewed for noise attenuation by a qualified noise specialist.

Note: The Nevada County LUDC stipulates the use of walls for screening and the buffering of those walls with landscaping.

(LUDC-Chapter II- Zoning Regulations Section L-II 4.2.11 Screening C.1. Outdoor storage, solid waste disposal areas, mechanical equipment and utilities shall be screened from public view. Walls used for screening purposes shall be buffered from view by landscaping.)

- Incorporate noise protections by limiting allowable activity to Nevada County Residential Leq and Lmax limits.

Nevada County General Plan Residential Leq and Lmax:

Exterior Noise Limits			
Land Use Category	Time Period	Leq	Lmax
Residential and Public	7am -7pm	55	75
	7pm-10pm	50	65
	10pm-7am	45	60

C.6. Obtain appropriate permits from the Environmental Health Department for hazardous materials generation and storage (Mitigation Measure 8A).

F.2. a-j. Obtain Dust Control Plan approval prior to grading permit issuance (Mitigation Measure 3B)

F.4. Obligation to mitigate nuisance odors (Mitigation Measure 3D)

2. We do appreciate the protective measures incorporated into the last proposal, however still feel there are some additional areas of concern that are worth mentioning.
 - a. First, a review of the plans shows a grade change at the southeastern corner of the property. It appears that the grade change is significant enough that our options as adjacent residential property owners to screen the visual impact are limited. Were we to build a 6-8 foot privacy wall along the property line it would not be tall enough to conceal the elevated parking lot and proposed propane truck parking area. In light of this fact, we would appreciate verbiage incorporated into the plan requiring an 8 foot masonry wall be built along the entire eastern border of the developed property and at least 40 feet around the southeastern corner at the highest point of grade. This

provision would safeguard the privacy, noise attenuation, and visual impact protections supported by the Board of Supervisors as part of the previous Plan Appeal.

- b. Our last major concern is the location of the garbage dumpster. In previously submitted plans, the garbage dumpsters were located away from the residential border. I understand that the plans conceal the refuse within a concrete wall, however that does nothing to eliminate potential odors and noise from garbage pickup service. As the property is large and there is sufficient open parking area, we would appreciate the new owner recognize this concern and relocate the dumpster away from the eastern residential property border.

We have enjoyed the natural landscape that has served as a property border for many years. It is hard to imagine it being replaced with a large building, parking lot, and propane trucks. We have accepted the inevitability of this change and will do everything we can on our end to conceal the development wherever possible. However, our options are limited and it is incumbent upon you and the Planning Commission to interpret the protections specified in the County Building Code and the Loma Rica Drive Industrial Area Plan specifically relating to how to handle the zoning change from light industrial to residential. These decisions way heavily on our minds as our quality of life and the resale value of our home hinges on the outcome.

Thank you for your professionalism and your understanding. We appreciate your consideration of our concerns and your sensitivity to our situation. We are available for questions, meetings, or anything else you deem necessary to be of assistance. We have also made ourselves available to both the potential new owner and Kevin Nelson.

Thank you sincerely,
Kim Crevoiserat
530-477-7098
kimcrev@yahoo.com

13243 Loma Rica Drive
Grass Valley, CA 95945

JD Trebec

From: Kim Crevoiserat <kimcrev@yahoo.com>
Sent: Sunday, November 13, 2016 10:55 AM
To: JD Trebec
Subject: Northern Sierra Propane Project - Additional Information

Dear Mr. Trebec,

After sending you my last email which outlined my concerns over the proposed Northern Sierra Propane project, I realized that I should probably send you some information that may be of interest to you and perhaps even others in the Planning Department. Prior to purchasing the property at 13243 Loma Rica Drive, my husband Don and I reviewed the Loma Rica Drive Industrial Area Plan and the Nevada County Land Use and Development Code to verify that if the adjacent industrial property were to be developed, our quality of life would be protected. At the time, we felt confident that the intent of the documents was to give special consideration to zone change borders where a residential and industrial lots were involved. Now given our actual experiences in this matter, we feel that the strong resistance from potential developers to incorporating reasonable noise, visual, and sound protections is the result of code that isn't as clear as it could be.

Before my involvement in the first set of Planning Commission hearings, I did some research into how other municipalities have handled this very situation. What I discovered is that the provisions I felt were logical such as a larger than normal setback/green belt, wall, lighting restrictions, and visual/sound buffer were not only common but clearly detailed within their codes. I thought I would send them to you prior to your meeting with the Planning Commission and the Northern Sierra Propane folks. For comparison, I've also included the current key provisions in the Loma Rica Industrial Plan related to industrial/residential abutment.

LOMA RICA INDUSTRIAL PLAN, GRASS VALLEY:

- Goal 2.3: Maintain compatibility between neighboring land uses.
- Policy 2.5: Noise generating land uses shall be discouraged on lands abutting residential zoning. Development requiring outdoor activity areas is encouraged in the interior of the Area Plan.
- Guideline 1: All new development abutting residential zoning should be designed to minimize outdoor activity areas.
- Guideline 9: New development should incorporate height and scale compatible with that of surrounding development.
- Guideline 11: For project sites visible from Loma Rica Drive...minimize the visual impact of large buildings with the proper use of windows, structural bays, roof overhangs, awnings, and other details.

MUNICIPAL CODE, ZONING ORDINANCE, SAN JOSE, CA:

Part 5 General Regulations

20.40.560 Screening Adjacent to Residentially Zoned Properties Any use conducted on any property shall be effectively screened at the property line from any abutting property in a Residential District. The screening required hereby shall be a masonry wall or a solid wooden fence five (5) feet in height.

HOLTVILLE MUNICIPAL CODE, CITY OF HOLTVILLE, CALIFORNIA Chapter 17.38

I-1 LIGHT INDUSTRIAL ZONE

17.38.080 Property abutting a residential zone.

When an I-1 zone abuts a property in any residential zone, a minimum building setback of 100 feet shall be required from such residential zone; provided, that the 25 feet of said setback nearest the zone boundary line shall be landscaped, and the remainder may be used for off-street parking purposes. Along lot lines adjacent to residential zones, a six-foot-high wall shall be constructed. (Ord. 472 § 3, 2010; Ord. 441 § 1, 2000).

CODE OF ORDINANCES, CITY OF BLAINE, MINNESOTA Code of Ordinances, Supplement 28, Codified through Ordinance No. 16-2353, enacted June 16, 2016.

Online content updated on August 31, 2016 (Supp. No. 28)

31.01 Intent (Amended 11 5 87 Ord. 87 1046)

31.05 Standards

When a light industrial district is adjacent to any residential district, building setbacks shall be one hundred (100) feet along any side adjacent to a residential district.

GENERAL ORDINANCES, SKAGIT COUNTY, WASHINGTON Chapter 14.16 ZONING

14.16.180 Bayview Ridge Light Industrial (BR-LI).

(a) Setbacks.

(i) Front: 35 feet.

(ii) Side: shall 50 feet if adjacent to residential zoning designations.

(iii) Rear: shall be 50 feet if adjacent to residential zoning designations.

(7) Buffering between Industrial and Residential Zoned Land. The following measures are intended to minimize impacts from noise, vibration, dust, other industrial impacts, and to maintain privacy and aesthetic compatibility:

(a) Loading Areas. Truck loading operations and maneuvering areas may not be located within 250 feet of areas zoned for residential use, unless the loading and maneuvering area is located on the opposite side of a building from a residential zone.

(b) Building Height. Building height may not exceed 35 feet for those portions of a building located within 100 feet from a residential zone.

(c) Within 250 feet of a residential zone, all outdoor lighting must be full cut-off.

(d) Within 100 feet of a residential zone, mechanical equipment located on the roof, facade, or external portion of a building shall be architecturally screened by incorporating the equipment in the building and/or site design so as not to be visible from adjacent residential zones or public streets.

(e) Equipment or vents that generate noise or air emissions shall be located to minimize impacts on adjoining residentially zoned properties.

(f) Landscaping. Type V landscaping per SCC 14.16.830 is required between BR-LI and residential zones.

MUNICIPAL CODE, FAIRFIELD, CA

25.24.3 General Development Regulations

ARTICLE IV GENERAL PROVISIONS 1 – 49

Regulations

Zoning District

IBP

IL

IG

ITP

Landscape Areas

. . . Adjacent to residential zoning district or use

10'

10'

10'

15'

Setbacks

. . . Adjacent to residential zoning district or use

25', plus 1' setback for each 1' of building height over 35'

Relevant Zoning Districts:

*IBP (Industrial Business Park) District. The IBP District is intended for master-planned business and industrial parks in campus-like settings. This district is suitable for administrative and professional offices, research and development parks, limited distribution, light manufacturing, and assembly operations.

*IL (Limited Industrial) District. The IL zoning district is intended for lands appropriate for low-intensity, light and medium industrial activities. Typical uses include assembly and fabrication industries, warehousing, distribution centers, administrative offices, and business support services.

ZONING/DEVELOPMENT REGULATIONS, ADRIAN, MICHIGAN

4.4 Additional General Regulations

4.41 General Lighting, Screening Requirements, and Fences

A. Lighting

Lighting which is designed to illuminate the premises shall be installed in a manner which will not cast illumination on adjacent properties.

B. Non-Residential Uses Abutting Residentially Zoned Lots Except as otherwise provided in this Zoning Ordinance, all premises used for business, commercial or industrial purposes shall be screened from abutting residential districts. Screening shall apply to side yard and rear yards:

2. A wall or fence of sufficient density or compactness to screen the structures and activities of the business from the view of occupants of adjoining premises, and maintained in a neat and attractive manner, commensurate with the adjoining residential district.

BEND DEVELOPMENT CODE, CITY OF BEND, OREGON Chapter 2.4 INDUSTRIAL ZONING DISTRICTS (IG, IL) Revised 12/15 Revised 6/16 2.4.400

2.4.700 Orientation and Architectural Design Standards.

A. Industrial Development Orientation. All industrial developments shall be oriented on the site to minimize off-site adverse impacts of noise, glare, smoke, dust, exhaust, vibration, etc., and protect the privacy of adjacent Nonindustrial Zones to the extent practicable. The following standards apply to all development in the Industrial Districts when abutting nonindustrial zoning districts.

1. Equipment Standard. Mechanical equipment, lights, emissions, shipping/receiving areas, and other components of an industrial use that are outside of an enclosed building shall be located away from abutting Residential Zones, schools, parks and other nonindustrial zoned areas as practicable;
2. Buffering Standard. The City may require a landscape buffer of a specific width, or other visual and/or sound barrier (fence, wall, landscaping, or combination of such measures), to mitigate adverse impacts that cannot be avoided through building orientation standards alone.

COUNTY OF SAN BERNARDINO 2007 DEVELOPMENT CODE, San Bernardino, CA 92415-0182 Adopted March 13, 2007 Effective April 12, 2007 Amended August 27, 2015

83.06.050 Walls Required Between Different Land Use Zoning Districts Walls shall be provided and maintained between different land use zoning districts in the following manner:

- (b) Industrial. Where an industrial land use zoning district abuts property in a nonindustrial land use zoning district, a solid masonry wall, a minimum of 6 feet in height, shall be constructed on the land use zoning district boundary line.
- (c) Design and construction. Walls shall be of solid masonry construction and shall be of a decorative design when in view of public rights-of-way subject to the approval of the Director.

OKALOOSA COUNTY CODE OF ORDINANCES

Appendix E. Land Development Code

Chapter 6. Development Design Standards

§ 6.05.071. Between residential, non-residential districts and incompatible uses where an office and institutional, business and/or industrial district abuts a residential district, screening shall be provided on the lot(s) which is located in the non-residential zone at the time such lot(s) is developed. This provision shall apply between residential uses when there exists a compatibility problem with adjacent residential use.

Where a residential use adjoins a non-residential, a solid fence or wall shall be constructed as part of any new development or construction.

(Ord. No. 11-01, § 2, 1-18-11)

MONROE MUNICIPAL CODE, CITY OF MONROE, WASHINGTON Chapter 18.10 Land Use Zoning District And District Requirements

18.10.140 Bulk requirements, Table D, Notes:

2. Side and rear setbacks to interior lot lines are ten feet, except in the case of common ownership of multiple adjacent lots. Where a parcel directly abuts a residential zone, the side and rear setbacks to exterior property lines are twenty feet.

My husband Don and I want to sincerely thank you for taking the time to better understand our perspective and concerns. We intend to live in this home for many years to come and it will likely remain the largest investment of our lifetimes. We fully acknowledge and understand our decision to purchase this home adjacent to an industrial lot and our intention is to request only what is fair and reasonable under the circumstances, nothing more. We hope whoever ultimately purchases and develops the adjacent industrial lot has the same perspective, that they are knowingly choosing to develop an industrial property adjacent to a family residence and accept the fair and reasonable construction provisions that come with that decision.

Kind regards,

Kim & Don Crevoiserat
13243 Loma Rica Drive
Grass Valley, CA 95945
530-477-7098
kimcrev@yahoo.com<mailto:kimcrev@yahoo.com>
crevoiserat@gmail.com<mailto:crevoiserat@gmail.com>



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

A CENTENNIAL CITY

October 26, 2016

Nevada County Planning Department
950 Maidu Avenue, Suite 170
Nevada City, CA 95959-8617
Attn: JD Trebec, Associate Planner
(sent via e-mail)

RE: Conceptual Development Review Permit Recommendation (16PLN-40) on a proposed $\pm 2,000$ square foot office and $\pm 2,016$ square foot shop with associated parking and landscaping, located at 13145 Loma Rica Drive, within the City's Sphere of Influence (APN: 06-920-10).

Dear Mr. Trebec,


At its meeting of October 25, 2016, the Development Review Committee (DRC) reviewed and provided comments on the above application. Considering the City is not in a position to request an annexation, this project was reviewed as a conceptual project within the City's Sphere of Influence. Therefore, the DRC focused its review on design issues and the types of conditions that should be addressed as part of the project to be considered by Nevada County.

The DRC's recommendations are attached herewith. Note that the DRC only makes recommendations to the applicant and the County for further review.

If you have any questions, please contact me at 530-274-4716 or lancel@cityofgrassvalley.com

I thank you for your time and consideration in this matter.

Sincerely,


Lance E. Lowe, AICP
Senior Planner

Cc: Kevin Nelson, Nelson Engineering (via email)
File 16PLN-40

**Conditions of Approval for Development Review Permit (16PLN-40), as
recommended by the Development Review Committee on October 25, 2016**

DRC RECOMMENDATIONS:

A. Engineering Department:

1. Hydrology and Water Quality:
 - a. A Drainage Report should be developed and drainage impacts mitigated (including oil/water separators and detention) per City Standards.
 - b. Any stormwater runoff will need to drain to publically maintainable systems or match existing conditions at property lines.
2. Utilities/Service Systems:
 - a. The septic system should be designed for future connectivity to Grass Valley's sewer system.
3. Street Improvements:
 - a. The property frontage should be designed to accommodate future curb, gutter and sidewalk in the street right-of-way. Ideally, frontage improvements would be installed with the project.

B. Planning Department:

1. Taking into account the proposed uses and parking demand, parking could be reduced to a maximum of sixteen (16) parking spaces in accordance with the City's Parking Standards.
2. Fencing should be designed in accordance with Section 17.30.060 of the City's Zoning Code and Community Design Guidelines. In particular, fencing should be included along the eastern property line between the site and residential uses. Fencing should include:
 - a. Walls and fences made of native stone, Split faced block, masonry and cement plaster finish, natural brick, wood detailed wrought iron and vinyl-clad chain link fence in green or black.
 - b. Screened materials and colors shall complement the buildings architectural style utilizing the prevalent materials and design for the structure and the neighborhood.
3. Lighting is not shown on the plans. A lighting and photometric plan for the site should be included. The applicant should consider using bollard-type lighting in the parking lot to minimize glare. Alternatively, lighting fixtures that match the building lighting (goose neck lighting is preferred) should be considered.
4. The trash enclosure should be designed in accordance with Section 1.8 of the City's Design Guidelines for Trash/Recycling Enclosures, which recommends:
 - a. Enclosures shall be constructed of six-foot high masonry walls with solid metal gates. Enclosure finishes should match the building in color and texture and should include stonework, landscaping, berms, wood and other natural elements common in Grass Valley.
 - b. Enclosures shall be located no closer than 5 feet from property lines.
 - c. Enclosures should allow for a minimum of 3 feet landscaped buffer on all non-accessible sides.
5. The monument sign shall be modified to reflect a freestanding monument with full base consisting of brick, stone or equivalent materials. Building signage shall be consistent with the monument sign, building architecture and materials.
6. Shed roofs should be added over the doorways on the north garage elevation and east office elevation.

JD Trebec

From: Lee Ocker
Sent: Thursday, May 04, 2017 4:21 PM
To: JD Trebec
Cc: Tyler Barrington
Subject: RE: Nevada County Airport Comments regarding Development Permit, Northern Sierra Propane Company, APN 06-920-10

JD,

That reduces my concern regarding the airport, but there is still the concern about the tank proximity to the Grass Valley Air Attack Base and the Emergency Communication Center. However, I don't believe that the risk is much greater at the new location than where the current Northern Sierra Propane site is regarding potential evacuation due to a leak or other propane-related hazard. If the ECC or GVAAB haven't forwarded any concerns to you, I'm not their official spokesperson. Do you know if they have otherwise been notified of this project, and have they responded in any way? I'm asking from an OES standpoint in case they have to stop operations or relocate due to those potential hazards...that will have a huge impact on the communities' safety. But again, if they have been given the opportunity to comment, and haven't expressed anything, I'm good with this moving forward.

Lee

From: JD Trebec
Sent: Thursday, May 4, 2017 4:09 PM
To: Lee Ocker <Lee.Ocker@co.nevada.ca.us>
Cc: Tyler Barrington <Tyler.Barrington@co.nevada.ca.us>
Subject: RE: Nevada County Airport Comments regarding Development Permit, Northern Sierra Propane Company, APN 06-920-10

Lee,

I just wanted to check back with you about the Northern Sierra Propane project (PLN16-0072). The Airport Land Use Commission hearing is scheduled for May 17, 2017. I spoke with Dan Landon about the hearing for the project today. He mentioned that the B2 zone is a combination of the safety and noise zones and that upon further review, the safety zone was not concurrent with the entire B2 zone and the project was beyond the safety zone that prohibited large propane tanks. He wondered if you had any further input on the project with the potential determination that the site is more at risk for noise concerns than safety concerns.

Thank you,

JD Trebec
Associate Planner



Planning Department
Community Development Agency
County of Nevada

950 Maidu Ave. Suite 170
Nevada City, CA 95959
office 530.470-2488 fax 530.265.9851

JD Trebec

From: Matt Furtado
Sent: Thursday, July 20, 2017 2:48 PM
To: JD Trebec
Subject: FW: Northern Sierra Project

He's a man of few words.

From: Person, Tim@CALFIRE [mailto:Tim.Person@fire.ca.gov]
Sent: Wednesday, July 19, 2017 5:13 PM
To: Matt Furtado <Matt.Furtado@co.nevada.ca.us>
Subject: Northern Sierra Project

Matt,

To follow up, CAL FIRE Grass Valley ECC has no opposition to the proposed project for Norther Sierra Propane.

Thanks,

Tim Person
Battalion Chief
CAL FIRE
Nevada – Yuba – Placer Unit
Grass Valley Emergency Command Center
Office: (530) 477-0951
Cellular: (530) 277-2309