

**NEVADA COUNTY PLANNING COMMISSION**  
**STAFF REPORT**

**HEARING DATE:** October 26, 2017

**FILE NO:** DP15-001; EIR15-001

**APPLICANT:** Simon CRE, Harley V, LLC

**OWNER(s):** Dawn and Peter Fisher

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**PROJECT:** A Development Permit application proposing a 9,100 square foot Dollar General Retail Store (DP15-001) and associated improvements including parking, lighting, signage and landscaping.

**LOCATION:** 12345 Rough and Ready Highway at the intersection of West Drive and Rough and Ready Highway approximately 2-miles east of the Rough and Ready Rural Center, unincorporated Grass Valley.

**ASSESSOR'S PARCEL NO(s):** 52-122-03

**PROJECT PLANNER:** Tyler Barrington, Principal Planner

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**Zoning:** Neighborhood Commercial "C1"  
**Region:** Grass Valley Community Region  
**Sewage:** Private Septic  
**Flood Zone:** FEMA Panel #0650 Zone X  
**ZDM #:** 40a  
**Sup. Dist.:** III  
**Parcel Size:** 1.02-acres

**General Plan:** NC  
**Water:** NID  
**Fire:** NCCFD  
**Schools:** Grass Valley/NUJHS  
**Recreation:** Western Gateway

**Prev. File No(s):** SP78-017; PA14-009; MSP87-015

**Date Filed:** February 11, 2015

**Receipt #:** 61/26164

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**ATTACHMENTS:**

1. Final EIR *\*Commissioner's Only available for public review at the County Planning Department and the Planning Department webpage*
2. Mitigation Monitoring and Reporting Program
3. CEQA Findings of Fact
4. Architectural Drawings (Site, Sign, Lighting, Floor Plans) (Full Size Copies for PC)
5. Color Elevations
6. Civil Drawings (Full Size Copies for PC)
7. Landscape Plan (Full Size Copies for PC)
8. Public Comments Not Included with EIR (Same attachment as provided with Alta Sierra and Penn Valley Staff Reports)

**RECOMMENDATION:**

- I. **Environmental Action:** Certify the Final Environmental Impact Report (EIR15-001/SCH2016012009) subject to the recommended Mitigation Measures found in the Mitigation Monitoring and Reporting Program (*Attachment 2*) making the CEQA Findings of Fact (*Attachment 3*), but not adopting a Statement of Overriding Considerations.
  - II. **Project Actions:** Deny the Development Permit (DP15-001)
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**BACKGROUND:**

In February of 2015, Simon CRE (SimonCRE, Harley V, LLC) on behalf of Dollar General, proposed a 9,100 square foot retail store with associated improvements including 29-parking spaces, landscaping, signage, lighting, and drainage improvements at property located at 12345 Rough and Ready Highway. The Rough and Ready Highway project was the second Dollar General Store being proposed by Simon CRE. At 9,100 square feet, this project fell just short of the threshold for being considered a Planning Commission project (typically 10,000 square feet), however, the Planning Director in his role as Zoning Administrator determined that this project along with the Penn Valley Dollar General proposal should be reviewed and considered by the Planning Commission instead of the Zoning Administrator consistent with the provisions of Nevada County Land Use and Development Code (LUDC) Section L-II 5.5.E.4. The Zoning Administrator later on July 1, 2015 also elevated the Alta Sierra Dollar General to the Planning Commission as allowed for by this Section of the Code.

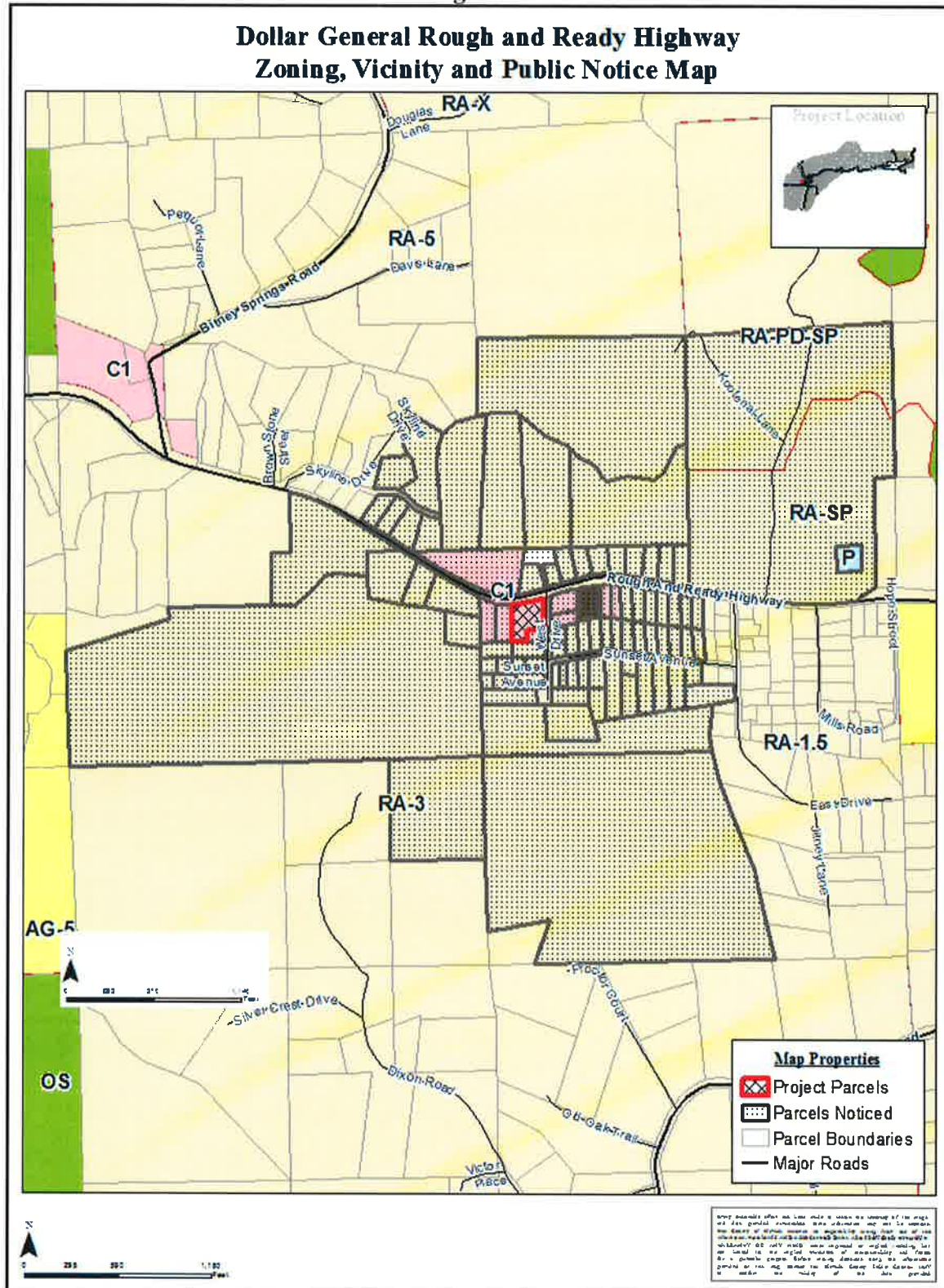
Pursuant to Site Plan (SP78-017), the property is developed with an approximately 2,864 square foot former restaurant building (“the Midget Kitchen”). In 1988, the County approved a Ministerial Site Plan (MSP87-015) which converted an approximately 350 storage room into a six stool “beer bar” within the Midget Kitchen restaurant. Currently, the property location is listed as the address for “Morning Sun Jewelry” which is a business run by the property owners, but the site does not include any signage or visible indication that it is being used for a commercial business. This existing commercial building that would be demolished as a part of the project development. This project was reviewed under a single Environmental Impact Report (EIR) (EIR15-001), however the EIR is structured in a way that allows for the Planning Commission to take individual actions of each project independent of one another.

**EXISTING AND SURROUNDING LAND USES:**

The project site is on what was originally State Route 20, which was realigned in the mid-1980’s leaving remnants of former historical highway orientated uses. It is located at the western edge of the Grass Valley Community Region as identified in the County General Plan and within the City’s Sphere of Influence “Area of Interest.” The project site has a Neighborhood Commercial (NC) General Plan designation and is zoned Neighborhood Commercial (C1). This property is one of 9 parcels in the immediate vicinity that are zoned C1 totaling approximately 6.88-acres of C1 zoning that are developed with primarily residential uses. A summary of the parcels sizes and their uses are provided in Table A on page 5. With the exception of the R3-MH zoned mobile home park, all other properties surrounding the project site area zoned Residential Agricultural and are used for residential or rural residential purposes (Figure 1). Parcels sizes are typically smaller to the east/southeast (ranging between 0.20-0.80 acres) in the existing Sunset Neighborhood, and get larger in size moving north and west and consist of more undeveloped

lands and otherwise rural residential and agricultural uses. Figure 2. provides an aerial view of the project area.

Figure 1.





**Figure 2. Project Vicinity and Aerial View**





**TABLE A. West Drive/Rough and Ready Highway  
C1 Zoning Pod Land Use Comparison**

<i>APN</i>	<i>ZONING</i>	<i>GP</i>	<i>ACRES</i>	<i>CURRENT LAND USE</i>	<i>NOTES</i>
5216007	C1	NC	3.10	Salvation Army Booth Center Transitional Housing	Former Motel- Northwest across Rough and Ready Highway
5212204	C1	NC	0.19	Residential	Project parcel forms an L-Shape around this residence
5212203	C1	NC	1.02	Commercial Jewelry Repair and Sales	Project site. Former 2,864 sq. ft. Midget Kitchen Restaurant.
5212202	C1	NC	0.54	Residential	Immediately west adjacent to project site
5212201	C1	NC	0.59	Residential	One parcel removed west of project site
5212126	C1	NC	0.32	Residential	Immediately east of project site, across West Drive
5212104	C1	NC	0.31	Residential	East of former Sunset Market
5212103	C1	NC	0.30	Residential	Former site of former Sunset Market, east of project site separated from other C1 zoning in the vicinity by a Mobile Home park zoned R3-MH
5212101	C1	NC	0.51	Residential	Immediately east of project site, across West Drive

Sources: Nevada County Planning Site Visits, Nevada County GIS 2017, Google Maps Street View August 2016 Image

### **PROJECT DESCRIPTION:**

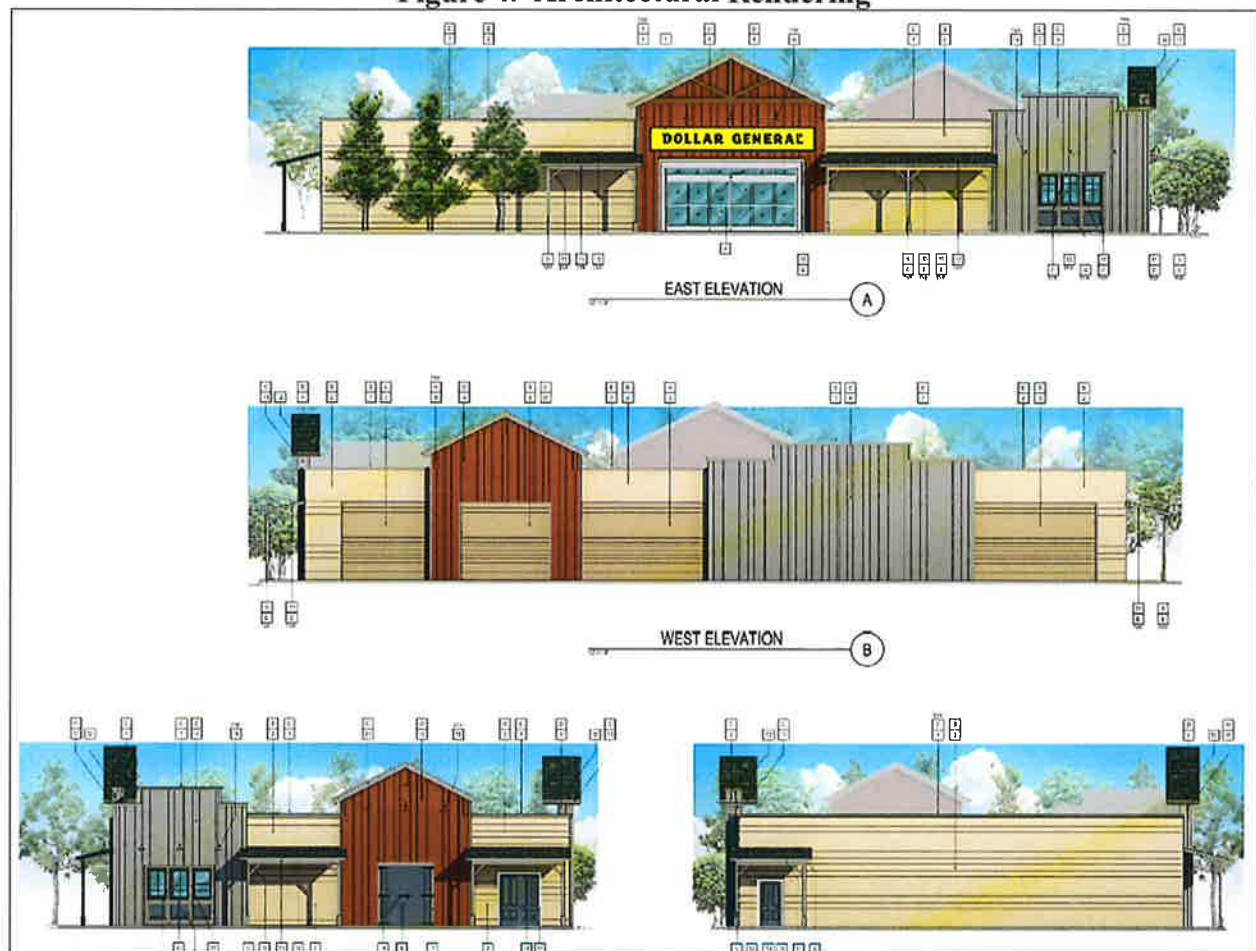
The proposed project is a Development Permit proposal for a 9,100-square-foot retail store located on one acre on Rough & Ready Highway approximately 0.5 mile east of the intersection of Bitney Springs Road and Rough & Ready Highway and 0.75 miles west of the intersection of Ridge Road and Rough & Ready Highway, at 12345 Rough & Ready Highway. The project would result in the removal of an existing structure onsite and the export of approximately 2,294 cubic yards of excess fill material. The applicant is proposing two encroachments, one from Rough & Ready Highway and another from West Drive, and a parking reduction is requested to reduce the standard parking requirement of 46 spaces to 29 parking spaces as shown in Figure 3. Project plans also identify appurtenant landscaping, lighting, and signage, as well as an underground detention system to capture storm water runoff in excess of pre-project conditions and an underground fire protection water supply system of at least 48,000 gallons. The retail store is proposed to be open 7 days a week from 8AM to 10PM and would employ up to 10 people. Building design is a traditional/western theme with a gabled entryway and rectangular façade elements with wood posts supporting an awning structure (Figure 4/*Attachment 5*). The site is zoned Neighborhood Commercial (C1). The project is being processed in tandem with the proposed Alta Sierra and Penn Valley Dollar General projects (DP14-001 and DP15-004) and all three projects are being evaluated in one Environmental Impact Report (EIR15-001).

ROUGH AND READY HWY





**Figure 4. Architectural Rendering**



**STAFF COMMENT:**

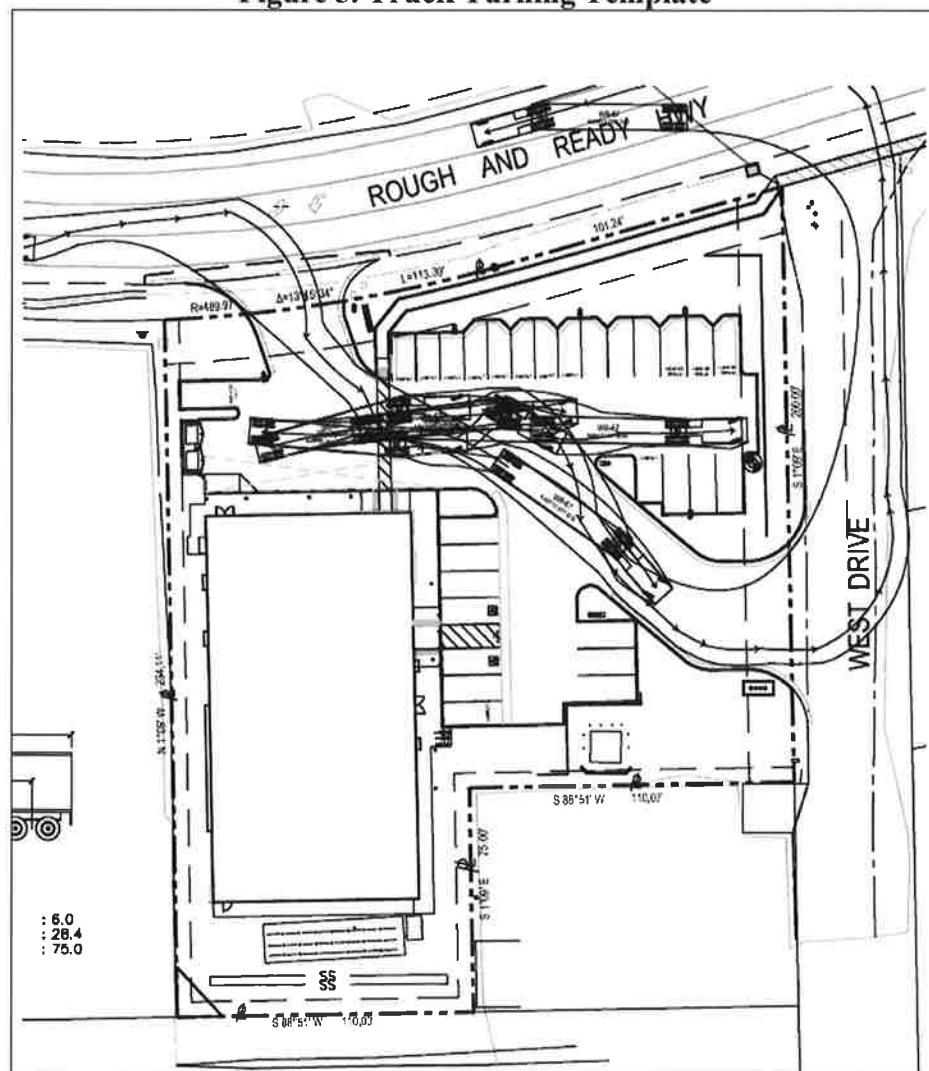
Traffic and Circulation: The proposed project is located along Rough and Ready Highway at the intersection of West Drive. The project proposes to take access off of both Rough and Ready Highway and West Drive. Rough and Ready Highway is classified as a Major Collector and is County's maintained roadway. The portion of West Drive accessed by this project is also a County maintained roadway and is classified as a "Local" road. Since this project is within the Grass Valley Community Region, the Nevada County General Plan identifies peak hour intersections of Level of Service (LOS) D or better as acceptable except when the existing LOS is less than D. In these situations, the LOS is not allowed to drop below the existing LOS. The project traffic study prepared by Kunzman and Associates (project traffic engineers) identified that existing study intersections were operating at acceptable LOS during peak hours under existing conditions. The Traffic Study determined that the proposed project is projected to generate approximately 583 daily vehicle trips, 35 of which would occur in the morning peak hour and 62 would occur in the evening peak hour.

Based on the project traffic study, it has been determined that project traffic in addition to existing approved projects in the vicinity would result in an unacceptable level of service at the Rough and Ready Highway/Ridge Road intersection (approximately 0.75-miles from the project

site). As a result, the project specific Environmental Impact Report (EIR) includes mitigation (MM RR-15.3.1) requiring that occupation and operation of the project site shall not occur until such time that a traffic signal is installed at this intersection. MM RR-5.3.1 allows the applicant to construct the improvement and receive reimbursement or fee credits for costs that exceeds the project fair share as determined by the Department of Public Works or alternatively, if the County or others construct the improvements the mitigation measure allows for the payment of fair share fees that would adequately satisfy the project's obligation towards the improvement.

According to the project truck turning template provided, the applicant anticipates that deliveries will enter the site from westbound Rough and Ready Highway and exit via West Drive back on the Rough and Ready Highway (Figure 5). The truck turning template utilizes a Surface Transportation Assistance Act (STAA) 73-foot truck to demonstrate that the site would be suitable for larger trucks should Rough and Ready Highway ever be designated an STAA route. At this time however, Rough and Ready Highway it is not an STAA route and therefore the project is mitigated to prohibit STAA trucks (MM AS-15.1.2b) unless and until Rough and Ready Highway is designated as an STAA route. Regardless, the project applicant

### Figure 5. Truck Turning Template





has stated that they will use California Legal Truck, which are up to 65-feet in length and are allowed on Rough and Ready Highway with a permit from the Department of Public Works. The presence of large delivery trucks on West Drive however, presents potential compatibility issues with existing residential uses immediately adjacent to the project site directly across from the West Drive access. While the project could be conditioned to prohibit use of these trucks on West Drive, this would be difficult to enforce and therefore would not be effective in reducing potential compatibility issues. Another option would be to require the removal of the access to West Drive, but as shown in Figure 4, this access is necessary to allow adequate room for truck turning movements on the project site.

The project is requesting a reduction in the required number of parking spaces from 46-required to 29-total. The reduction in parking is allowed by LUDC Sec. L-II 4.2.9.K.12 when a Professional Traffic Engineer licensed to practice as a Traffic Engineer prepares a Parking Study that substantiates that the use would require less spaces than the code. Staff from DPW and Planning have reviewed this study and found that it meets the requirements of this Section of the LUDC and therefore should the Planning Commission elect to approve this project, it will also be approving the reduction in parking spaces.

The project area is rural with limited commercial development occurring sporadically along Rough and Ready Highway. Based on input from the project applicant, it is assumed that the proposed project would have eight small truck/van deliveries per week and one to two semi-truck deliveries per week. The need for frequent semi-truck deliveries is directly correlated to the overall size of the store. Due to the fact that West Drive is developed with residential uses, regardless of their underlying commercial zoning, the project presents potential compatibility issues with the need for semi-truck deliveries. A smaller more neighborhood orientated convenience store, such as the Alta Street Market or Chicago Park Store which are similarly situated in more rural residential developed areas on Neighborhood Commercial zoned parcels would likely reduce the need for semi-truck deliveries and subsequently reduced perceived compatibility issues between this proposed project and existing residential uses on the area.

Several other measures have been incorporated into the project to reduce potential traffic impacts as follows: 1) the project is required to pay the applicable County regional and local traffic mitigation fee; 2) mitigation measure MM RR-15.3.2a requires that site distance be maintained by ensuring that vegetation, signs or other objects do not exceed 18 inches at the project access, including requiring that the applicant perform any necessary trimming or brush clearing and obtain an encroachment permit for this work; and 3) mitigation measure MM RR-15.3.5 requires that a Construction Traffic Control Plan be submitted for review and approval by the County Department of Public Works prior to issuance of any grading permits for the project. These mitigation measures and those described above as well as the payment of the traffic mitigation fee will ensure that the project does not result in a significant impact to circulation and traffic from an environmental review/traffic engineering standpoint on Rough and Ready Highway/West Drive. Potential land use compatibility issues associated with commercial traffic and deliveries remain and are discussed in more detail under the subtitle "Land Use Compatibility" below.

**Grading:** Project construction activities associated with the building/building pad, the proposed parking lot and drive aisle, the surface and subsurface infrastructure, and the storm drainage system requires the use of cuts and fills. The project engineer, Andrew Mizerek of TTG Engineers, estimates that the project will require 3,086 cubic yards of cut and 792 cubic yards of fill, requiring the exportation of approximately 2,294 cubic yards of soils. The applicant has indicated that all exported materials will be taken to 17652 Penn Valley Drive (the Penn Valley site) assuming this project and the Penn Valley project are approved. Standard grading permit best management practices, including erosion control measures and revegetation are also applicable to the project to ensure project grading activities are not allowed to result in offsite soil erosion. Since this project will result in disturbance to over one-acre a National Pollution Discharge Elimination System (NPDES) permit and a Storm Water Pollution Prevention Plan (SWPPP) are required as mitigation and must be approved by the State Water Quality Control Board, which will assist in assuring that this project does not pollute downstream water courses. The project has completed a project specific preliminary Geotechnical Engineering Report prepared by Holdrege and Kull dated March 19, 2015. The project specific geotechnical report found that the project site was suitable with the proposed improvements provided that the recommendations of the report are implemented. Mitigation measures MM PV-8.3.1b and 8.3.2b ensure that the the recommendations of the geotechnical report will be implemented during grading and construction activities. With implementation of the County standard grading ordinance, the approval of applicable state permits (NPDES/SWPPP), as well as the abiding by the recommended mitigation measures specific to geology and soils, the project EIR determined that the grading associated with this project will not have a significant impact on the environment.

**Drainage:** The applicant's engineer has prepared a preliminary drainage analysis for the project. The existing site slopes from southeast to northwest and the change in grade over the site is approximately 9-feet. Existing runoff produced onsite is generated in the form of sheet flow and flows to the northwest. The runoff is then conveyed across an impervious asphalt parking lot before it is released in an existing roadside drainage ditch on the south side of Rough and Ready Highway. The project proposes to essentially level the site creating a single drainage basin. Following grading, site drainage will be collected onsite through a series of curb openings where it will enter into a bio-retention basin to pass through a series of water quality filters. The flow will then be conveyed via pipe to an underground storm drain system and bleed off to the existing roadside drainage ditch at pre-development levels. The preliminary drainage report documents indicate that the project has been designed to conform to the Nevada County storm drainage design requirements. In addition, the preliminary drainage design has been reviewed by the Department of Public Works, Engineering Division and been found to be compliant with County Standards. Mitigation measures MM RR-11.3.1a, b and c are included that require: a) the project to obtain a National Pollution Discharge Elimination System (NPDES) permit and a General Permit for Storm Water Discharges from the Central Valley Regional Water Quality Control Board; b) reduction of onsite surface water drainage patterns; and c) drainage facilities designed in a consistent manner with County Standard Plans and Specifications. With adherence to these mitigation measures, the project will not result in increased storm-water run-off or significant impacts to hydrology and water quality in the vicinity of the proposed project.

**Fire Protection:** The proposed project is served by the Nevada County Consolidated Fire District (NCCFD) who has reviewed the project for consistency with applicable fire codes. The project



access, circulation pattern and building materials are sufficient to meet these standards. Where the project is currently lacking is providing adequate fire flow at appropriate pressure levels to meet the California Fire Code standards. The project intends to meet the required fire flow through use of existing Nevada Irrigation District (NID) water and installation of a minimum 48,000-gallon underground water storage tank(s) onsite with a rated fire pump, hydrant, and Post Indicator Valve for the fire sprinkler system. The final review of this system will require review and approval of the NCCFD. The project is within a Very High Fire Hazard Severity Zone as determined by CALFIRE. Subsequently, if this project is approved, it will require the preparation of a Fire Protection Plan to be approved by the Nevada County Fire Marshal and kept on file with the Planning Department and NCCFD. The Fire Protection Plan 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. Based on comments from NCCFD and the Office of the Nevada County Fire Marshal, this project is compliant with the applicable California Fire Code standards.

Land Use: The Rough and Ready Highway project site has a general plan land use designation of Neighborhood Commercial (NC) and is zoned Neighborhood Commercial (C1). The adjoining parcel to the southeast, parcels on the east side of West Drive, and parcels on the west side and northwest across Rough and Ready Highway are also designated NC/C1. However, they are developed with residential uses (*Table A*). The parcels immediately south of the site and on the north side of Rough and Ready Highway are designated Residential with RA 1.5 zoning (Figure 1). Although the Rough and Ready Highway site is designated for commercial use and is developed with a commercial building, the site is surrounded by rural residential uses. Existing residences are located immediately adjacent the site's western and southern boundaries. In addition, there are residential properties located north and east of the site across the adjacent roadways. Construction and operation of the proposed project, which would include a building of a greater scale than the existing commercial building on the site is incompatible with these residential properties.

The project site would be accessed from the north and east and would generally maintain the site's existing points of access. To accommodate the 9,100 square foot building on the 1.02-acre project site, the project proposes a parking reduction from 46 to 29 spaces as allowed by Land Use and Development Code 4.2.9.F.12 with the preparation of a parking analysis from a registered professional engineer authorized to practice as a traffic engineer, which substantiates that the number of stalls need for this use is significantly different than the standard provided in the parking regulations. Kunzman Engineers prepared said parking analysis which determined that 29-spaces were adequate for the proposed use based on parking demand at other similar stores in the northern California. Staff from the DPW and Planning have reviewed the parking study and find that it to be compliant with the allowance of the County's Parking Requirements.

The project proposes to construct a 6-foot-high solid privacy fence along the entire western and southern site boundaries where it abuts residential uses. The proposed wall would visually screen on-site operations and would assist with reducing noise and light impacts. While noise and light from the project site can be minimized to ensure neighboring properties would not be impacted, the size of the building is substantially out of character for the area. The building footprint would be substantially larger than the neighboring residential structures (70 feet by 130 feet) and would

be within 11.5 feet of the property line on the west. With respect to building height, the shortest component on any façade of the building would be 18.5 feet with some building components as tall as 26.5 feet. As noted above, the project site and some nearby parcels are designated in the General Plan/Zoning Ordinance for commercial use; however, these commercially zoned properties are developed with residential uses and the neighborhood has a residential character. Given the scale of the building, its proximity to adjacent residential uses, and the building's prominence in a predominantly residential neighborhood, even with mitigation to reduce effects of noise and lighting, the proposed development would be considered incompatible with the surrounding uses.

**Aesthetics/Design:** The project site is located in a rural residential neighborhood; however, as noted above, there is an existing commercial building on the property. Adjacent land uses include two single-family residences and other rural residential uses to the west. Directly east of the site is West Drive and single-family residential uses, followed by a small mobile home park. South of the site are single-family residential uses. Across Rough and Ready Highway are single-family residential uses and transitional housing, followed by vacant undeveloped land farther to the north. In general, the project area and lands further east and southeast are largely built out with residential uses on relatively small parcels. Land further north and west of the project area is more rural with lower densities and large areas of undeveloped land. The project site is developed with an existing approximately 2,800 square foot building that is the former "Midget Kitchen" (Figure 6 and 7) that would be demolished as a part of this project.

**Figure 6. Existing View from Rough and Ready Highway looking Southwest**



Source: Google Street View August 2016



**Figure 7. Existing View from Rough and Ready Highway looking South**



Source: Google Street View August 2016

The proposed development includes construction of a 9,100-square-foot, 18- to 27-foot-high commercial building, along with 19,354 square feet of surfaced area, 29 parking spaces, and 8,451 square feet of landscaped area. The proposed project's building elevations are shown in Figure 4. The proposed development would be of substantially greater height, size, and scale compared to the existing single-story building and immediately adjacent development, which consists of one-story, single-family detached homes in a rural residential setting. It would also be substantially taller than development on the north side of Rough and Ready Highway, which consists of a combination of one-story, single-family homes and higher-density residential uses including a transitional housing facility and mobile home parks.

The proposed building design utilizes a modernized western theme with several architectural features meant enhance the design of the building giving it a barn/trading post look. The design uses awnings, a faux barn door, and faux windows to add interest to the building. Building materials including horizontal shiplap wood board with a 12-inch reveal in a "Cream Washed" (tan) color and an 8-inch reveal in a "Almond Latte" (darker tan) color, vertical board-and-batten wood siding with a 15" reveal in a "Ruddy Oak"(reddish) color on the gable roof pop-outs, wood plank barn door in a "Draw your Sword" (grey) color with flat black hardware, aluminum storefront door and windows in Dark Bronze color, composition shingle roof materials on the awnings and gable roofs in a "Driftwood" (light brown) color, the parapet roof trading post style architectural elements use vertical board-and-batten siding with a 15" reveal in a "Castle Rock" (grey) color, the store front includes a decorative gable roof wood element in a "Chester Brown" Color and the entire store incorporates trim accents in a "Pure White" and "Soft Ivory" colors. As disclosed above, at its tallest point (the decorative gable roof) the building is proposed to be 26-feet 8-inches tall with the predominant roof line (parapet roof) at 18 feet and 6 inches tall. Figure 4 and *Attachment 5* provide the architectural renderings for the project and *Attachment 4* includes proposed elevations for the building prepared by MPA Architects, Inc.

The proposed development has been reviewed for consistency with applicable, adopted design standards, including the Western Nevada County Design Guidelines, and has been found to be compatible in style and color. The design guidelines encourage environmentally sensitive site design that is consistent with the overall architectural character of the project and community. The Rough and Ready Highway project includes building materials and colors that would blend with the surrounding environment and landscape and help to screen the urban nature of the proposed building. The building's exterior walls would incorporate architectural features to increase visual interest. These features include varying rooflines, building materials and colors, awnings, and decorative building-mounted lighting fixtures and door hardware. In addition, the project would preserve a portion of the site as open space per County requirements and would include landscaping throughout the site that would serve as a buffer for adjacent uses. However, the proposed reduction in parking standards allows a larger building design, and the proposed structure would be substantially larger than any other building in the immediate vicinity which are developed for residential use. The overall height would dwarf the surrounding residences and would be out of character with the existing neighborhood. Development of the Rough and Ready Highway site as proposed would result in a building that is out of scale with the development in the area and would substantially change views. Given the rural residential nature of the area, such a change would be considered to degrade the visual character and quality of the site and its surroundings.

The existing scenic quality of the project area is largely defined by small-scale rural residential development, which comprises the neighborhood. The level of viewer exposure from public roadways and concern about changes in the viewshed from Rough and Ready Highway and West Drive is high, resulting in visual sensitivity of the site to larger forms that are out of scale with the existing neighborhood. A reduced-size project could likely be able to reduce the severity of this impact; however, the applicant has been unwilling to consider reducing the size of the building. Blocking views of the building from the roadway would not meet with the commercial nature of the project and the need for visibility to the travelling public. The design of the structure meets County standards; however, the impact is substantially adverse in terms of the proportional size and scale of the structure relative to other smaller structures in the vicinity and the visual sensitivity of the site.

**Lighting:** A lighting plan for the Rough and Ready Highway site has been provided by the project applicant (*Attachment 4*). The plans for the proposed project identify 12 downward-facing wall light fixtures mounted along the parapets of the building, as well as 6 pole-mounted parking lot lights with a height of 15-feet. Based on a review of this plan, the majority of the lighting from the project site will be kept within the property boundaries, but there are areas identified where light is shown to spill off-site. The County's Land Use and Development Code Section L-II 4.2.8(D)(2) states that "all outdoor lighting fixtures shall be fully shielded to prevent the light source or lens from being visible from adjacent properties and roadways..." According to the site lighting plan prepared by the applicant, all light fixtures are designed to meet International Dark Sky requirements, including being fully shielded. As a result of the identified light spill mitigation measures are provided in the EIR that require a final lighting plan demonstrating that all light spill will be kept on site, by either relocating parking lot lights or reducing the wattage of the proposed light fixtures (Mitigation Measures MM RR-4.3.2a). In addition, to ensure lighting for project signage meets County code requirements, Mitigation Measure 4.3.2b is included to ensure any sign lighting is externally light with downward facing

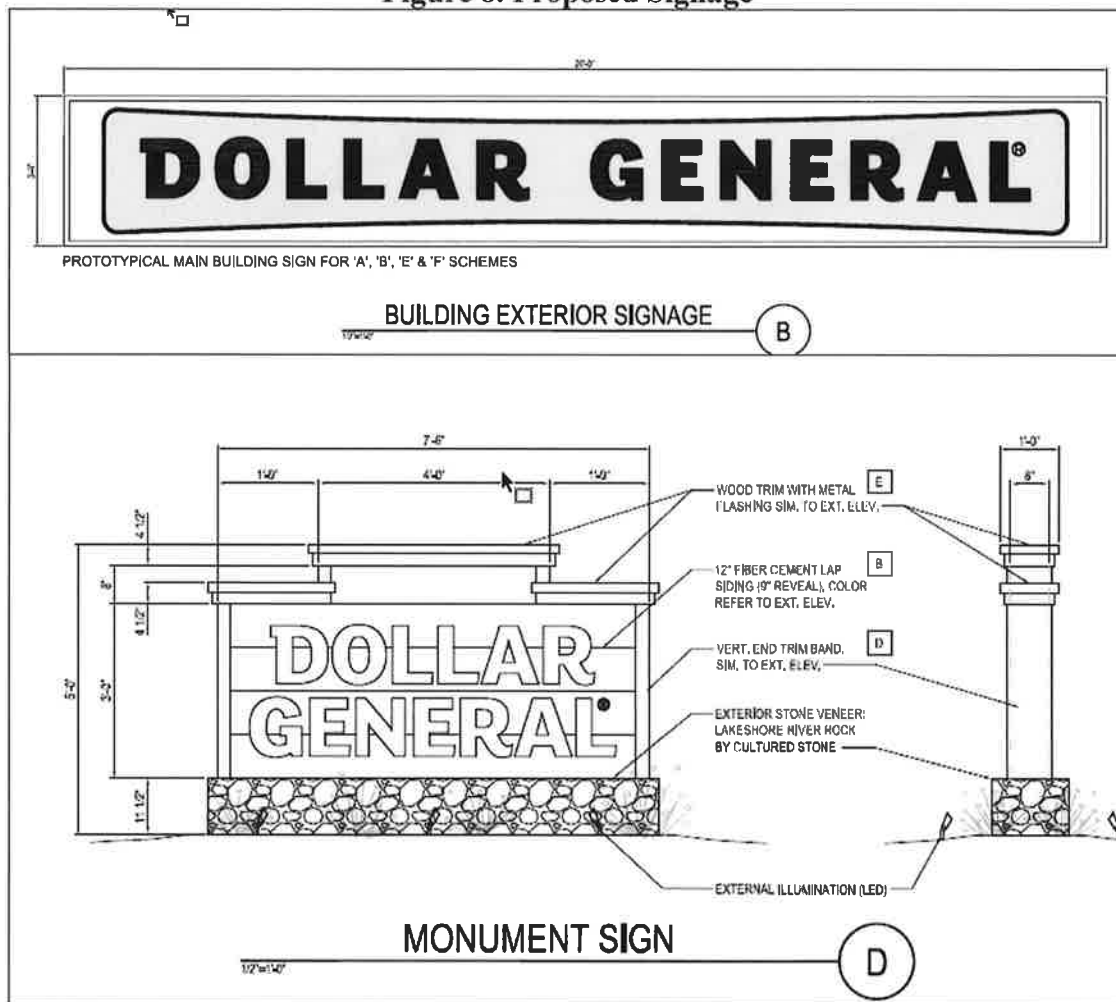
fully shielded lighting. With the implementation of these measures, project lighting would be consistent with the Nevada County Land Use and Development Code.

Implementation of the proposed project would introduce new sources of light that currently do not exist on the project site. The nearest residential uses sensitive to light and glare in the project area are single-family homes located immediately south, east and west of the site. As a result of the close proximity of existing residential structures to the project, there is no level of screening of the project lighting that could be applied that would make it compatibility with the existing neighborhood. Subsequently, the introduction of commercial lighting at the scale proposed is one of the contributing factors towards the project EIR finding that this project will have a significant and unavoidable aesthetic and land use impact that contributes in this project being incompatible with surrounding neighborhood.

**Signage:** The project proposes two signs, one an externally light monument size and one cabinet wall mounted sign facing West Drive. Depending on which version of the plans, renderings or elevations that are reviewed (there have been many throughout the life of this project), the sign styles vary. As a result, staff has determined that the most aesthetically pleasing signs/the styles which closest reflect those encouraged by the Zoning Code should be required if the Planning Commission elects to approve this project. This would include the monument sign provided in Figure 8, which includes a stone base, cement board backing and metal trim to match the building with assumed corporate yellow lettering with black trim. For the wall mounted sign, channel lettering is encouraged by the Sign Regulations over wall mounted cabinet signs. Therefore, should the Planning Commission desire to approve this project, staff would recommend a condition of approval requiring that the project utilize a channel letter wall mount sign, which would assume to be corporate yellow lettering with black trim and as discussed above pursuant to Mitigation Measure 4.3.2b the sign would be lit by downward facing “goose-neck” lights as encouraged by the County Zoning Code and as is shown on the applicant’s lighting plan for sign lighting (*Attachment 4*).



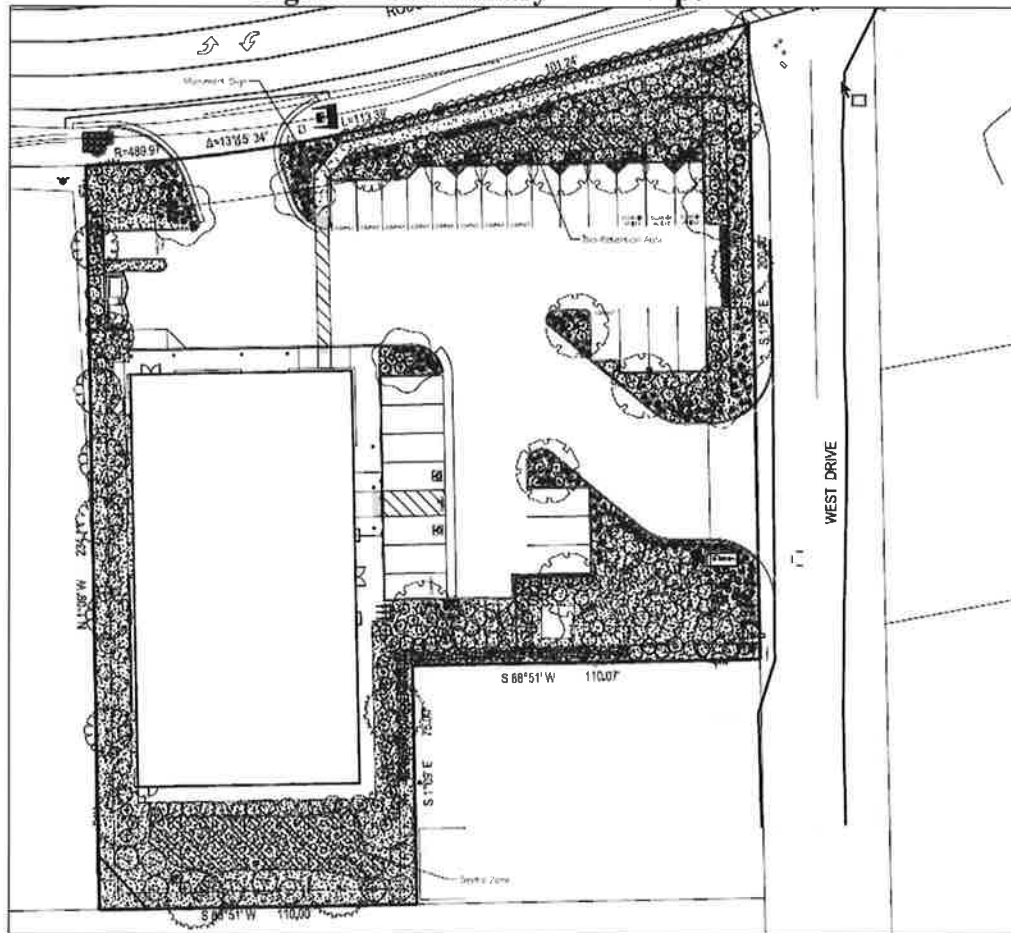
Figure 8. Proposed Signage



**Landscaping:** The proposed project includes an extensive preliminary landscape plan prepared by E.G.L.A. Landscape Architecture (Figure 9). The Landscaping has been designed to provide adequate exterior screening and parking lot shading pursuant to the County's Landscape Regulations with approximately 0.34-acres of drought tolerant shrubs and 44 trees. Additionally, the parking lot shade tree specieses selected and location specified are designed to achieve 40-percent coverage of the parking lot within 15-years as required by County Code. The conceptual or preliminary landscape plan provides 29 fifteen-gallon trees (4 Pyramidal European Hornbeam, 11 Palo Alto Sweet Gum and 15 Pyramidal English Oak), 16 twenty-four-inch box trees (7 Crab Apple, 8 Scotch Pine, 4 Chanticleer Pear). In addition, the project proposes to install 340 five-gallon shrubs made up of 11 species and 279 one-gallon shrubs made up of three species (*Attachment 7*). The project will utilize a fully automatic water efficient drip irrigation system. As with all projects the applicant will be required to submit a final landscape plan, verification that all planting have been accomplished consistent with said plan and a letter of surety for the long term maintenance. The County Landscape regulations require a landscape finger between every 10 consecutive spaces. Because the applicant is already requesting a reduction in the number of parking spaces from 46 to 29 as allowed by LUDC Section L-II 4.2.9.F.12, adhering to this requirement would further reduce the number of onsite parking spaces to 18.

Subsequently, the applicant has designed the project to include 5 twenty-five square foot triangles to add additional landscaping to meet the intent of the Code, while not further reducing the overall number of parking spaces provide. Staff has reviewed this deviation and agrees that it meets the intent of the code. Should the Planning Commission desire to approve this project, standard landscaping conditions of approval will be required to ensure the project complies with the preliminary landscape plan and adheres to the other requirement of the County Landscape Regulations.

**Figure 9. Preliminary Landscape Plan**



**PUBLIC COMMENT:**

This project has garnered a significant amount of public involvement throughout the processing of this project. The majority of these comments were received as public comments as a part of the EIR process and those are included as a part of the Final EIR provided *Attachment 1*. Several other letters were received after the public comment period for the Draft EIR or in response to other public noticing and those letters are attached to this staff report to be included as a part of the public record for the Planning Commission's consideration (*Attachment 8*).

**ZONING AND GENERAL PLAN CONSISTENCY:**

As discussed above proposed project meets the minimum requirements and intent of the comprehensive site development standards as outlined in the Land Use and Development Code

Commercial District standards (Section L-II 2.4). Further, the proposed project is permissible use in the C1 zoning district subject to the approval of a discretionary Development Permit, for which the applicant is seeking approval of. Additionally, the design of the proposed project has been reviewed for consistency with the Western Nevada County Design Guidelines and with appropriate conditions of approval (lighting, signage) has been found to be consistent with these guidelines in regards to proposed building colors and architectural style only.

The project is being proposed in an area with a Neighborhood Commercial General Plan Land Use and Zoning Designation, where the current project site is the only known existing commercial building in the area that is being used for commercial purposes (a jewelry repair and sales business according to the property owner) at approximately 2,800 square feet without visible signs of commercial use (signage, customers, etc.) as shown in Table A. In processing of this application, the County expressed concerns over the size and mass of the proposed commercial building in such close proximity to developed residential uses to the applicant requesting that the applicant reduce the size and the applicant refused, citing that this was the current prototype for their proposed tenant. Subsequently in the preparation of the project specific EIR, the EIR identified significant and unavoidable impacts to both aesthetics and land use because of the overall size, scale and mass of the building next to established residential uses. As a result, in reviewing the central themes of the General Plan and well as the Goals and Policies, it has been determined that this project cannot be found to be consistent with many of the goals and policies that encourage development to be compatible with the existing rural character of the neighborhoods or communities where the development is being proposed. Because of this, the required finding pursuant to LUDC Section L-II 5.5.2.C.1 cannot be made, which requires the Planning Commission to find that the project is consistent with the General Plan. Specifically, the project is found to be inconsistent with the following General Plan Goals/Policies, which are carried over as project denial findings below.

General Plan Goal 1.4: “Within *Community Regions*, provide for an adequate supply and broad range of residential, employment-generating, and cultural, public, and quasi-public uses located for convenience, efficiency, and affordability while protecting, maintaining, and enhancing communities and neighborhoods.” The project is located in an approximately 7.00-acre pod of Neighborhood Commercial (NC) designated land consisting of 9 parcels and contains an existing approximately 2,800 commercial building on it. However, the remaining 8 NC designated parcels are all developed with residential uses and surrounded by rural residential uses and undeveloped land. Given the scale and mass of the proposed structure, its proximity to adjacent residential uses and the buildings prominence in a predominantly residential neighborhood, even with mitigation to reduce effects of noise and lighting, the proposed development would be considered incompatible with the surrounding uses and subsequently cannot be found to protect, maintain or enhance this existing established neighborhood even with the design elements incorporated into the project.

General Plan Policy 1.4.2: “Development within the *Community Regions* shall be consistent with the overall rural quality of life in the County, as demonstrated through sensitivity to resources constraints, provisions of interwoven open spaces as a part of development, and community design which respects the small town or village character of the *Community Regions*. These criteria shall be accomplished through application of the Comprehensive Site Design Standards in review of discretionary and ministerial projects.” Due to the proposed size and massing, the



project reflects more of an urban type development that is more appropriate in an area with other similar commercial uses. Because this project is located in an established older neighborhood with smaller lots and the existing NC designated parcels surrounding the site are developed with residential uses, the project is inconsistent with the overall rural quality of life in this region of Nevada County and does not respect the small town feel for the neighborhood.

Several examples of smaller more neighborhood centric stores within the NC designation exist throughout the County that are surrounded by residential neighborhoods. These include but are not limited to the Alta Street Market and the Chicago Park Store. The size and scale of this development is more consistent with the intention and purpose of the NC designation in this area of unincorporated Nevada County, while the proposed project's size and scale overwhelm the site and the neighboring development.

General Plan Goal 1.5: "Within *Community Regions*, ensure development reflects our small-town character, the characteristics of the land and the natural environment." The project being a 9,100 square foot retail commercial building with a maximum height of 28-feet 11-inches dwarfs any existing buildings surrounding the project site. Further as there are no other commercial development in the area, this project does not reflect the small-town character of the Sunset neighborhood, which is primarily a rural residential area with larger undeveloped lands surrounding the project site.

General Plan Goal 1.6/Policy 1.6.1: "Allow for growth while protecting, maintaining and enhancing communities and neighborhoods; and [e]stablish land uses which protect, enhance, and complement existing communities and neighborhoods." Given the scale of the building, its proximity to adjacent residential uses, and the building's prominence in a predominantly residential neighborhood, even with mitigation to reduce effects of noise and lighting, the proposed development would be considered incompatible with the surrounding uses and subsequently cannot be found to protect, maintain, enhance or complement this existing rural residential neighborhood, as there are no other existing commercial uses or any other types of structures in this area which are of similar size, scale and mass as the proposed development.

General Plan Goal 2.1: "Provide for a strong economic base while protecting and maintaining neighborhoods." The proposed commercial retail development, within an established residential neighborhood is substantially larger than any existing structures surrounding the project site, and subsequently the proposed project would be incompatible with existing development and cannot be found to protect or maintain this established neighborhood.

General Plan Goal MV-4.1: "Provide for the safe and efficient movement of people and goods in a manner that respects the rural character of Nevada County." The project proposes to provide a permanent access on to West Drive that otherwise serves residential uses. The potential use of California Legal Trucks (65-feet) for deliveries by this commercial retail development have the potential to result in impacts that would be incompatible to the rural character of this rural residential neighborhood and potentially result in safety hazards to residents of this community.

General Plan Policy MV-4.2.5: "In review of discretionary permits, the County shall consider the effect of the proposed development 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.” The impact of this development has been reviewed within the Transportation chapter of the project specific Environmental Impact Report (EIR) which found that all traffic impacts could be mitigated. The introduction of commercial traffic and specifically delivery trucks onto West Drive, a residential roadway, would be incompatible with the existing and anticipated use of this road, which currently serves a residential population.

General Plan Policy 9.1.7: “Encourage heavy truck traffic to those routes outside residential areas.” Approval of this project would result in the potential of use of West Drive for deliveries by heavy trucks, as the applicant has gone on record that the largest potential truck used for deliveries would be a California Legal Truck (65-feet), and the project has a permanent access onto both Rough and Ready Highway and West Drive. Nothing would preclude truck drivers from using West Drive for both ingress and egress to provide for more efficient movements throughout this 1.02-acre property. As this proposed development is in close proximity to many surrounding residential uses, the noise created by delivery trucks of this size would be incompatible with surrounding residential uses and could be detrimental to the expected enjoyment of surrounding sensitive noise receptors.

General Plan Goal 18.1: “Promote and provide for aesthetic design in new development that reflects existing character.” The project proposes to insert a large commercial building with a modern design into an older established residential neighborhood where there are no similar examples of commercial development of this size and scale or architectural style. If approved, this project will clearly stand out and would not reflect the existing character of this community.

Because this project cannot be found to be consistent with the County General Plan, staff is recommending that the Planning Commission deny this project in its current form.

#### **ENVIRONMENTAL REVIEW:**

On December 8, 2015, the Board of Supervisors approved a contract with Michael Baker International (amended in April 11, 2017) to prepare the Environment Impact Report (EIR) for all three projects. The Draft EIR was available for public review from December 14, 2016 to January 31, 2017 and a public comment meeting was held before the Planning Commission on January 26, 2017. Based on the CEQA Initial Study checklist criteria, the DEIR identified two significant and unavoidable impacts to both aesthetics and land use compatibility, and all other potential impacts have been mitigated to less than significant levels. According to the CEQA Guidelines, when an impact is identified to be significant and unavoidable, a project may still be approved and an EIR may still be certified as adequate, so long as CEQA Findings of Fact are made and a Statement of Overriding Considerations is adopted.

Pertinent to CEQA Guidelines Section 15093, CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide and statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable” (CEQA Guidelines Section 15093(a)). Further, when the lead agency approves a project which will result in the occurrence of significant effects which are identified in the Final EIR but are not avoided or substantially

lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence on the record (CEQA Guidelines Section 15093(b)).

As discussed above, staff finds that this project is inconsistent with several Nevada County General Plan Goals and Policies that have the purpose of maintaining land use compatibility between development and existing character of the neighborhoods, community's or areas where it is being proposed. Pursuant to Land Use and Development Code Section L-II 5.5.2.C.1, the Planning Commission must find a project to be consistent with the General Plan in order to approve the project. The overall size, scale and mass of the proposed project has been determined to be incompatible with this existing rural residential neighborhood, which is supported by the findings of the EIR in regards to Aesthetics and Land Use Compatibility. While some form of neighborhood commercial development may be appropriate for this area, such as the examples cited under the Land Use section above, the overall size of this project and the applicant's unwillingness to reduce the project size results in a determination of incompatibility with the central themes and policies of the General Plan that protect rural quality of life and neighborhood character.

Staff finds that the EIR has adequately reviewed and disclosed the environmental impacts of the proposed project and has made a good-faith effort to mitigate those impacts to the greatest extent possible. Therefore, staff is recommending that the Planning Commission certify the EIR as adequate and make the requisite CEQA Findings of Fact (*Attachment 3*). As a result of the project's overall land use incompatibility and incompatibility with the General Plan, staff cannot reasonably make a determination that this project has any economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, that would outweigh the unavoidable adverse environmental effects of this project or lessen the project's incompatibility with the surrounding residential neighborhood. As a result, an adequate Statement of Overriding considerations could not be prepared for this project. Subsequently staff recommends that the Planning Commission not find these impacts "acceptable" pursuant to CEQA Guidelines Section 15093 and therefore not make a Statement of Overriding Considerations due to the significant and unavoidable impacts identified in the EIR and the inconsistency with County General Plan Policies as documented by the substantial evidence on record.

**SUMMARY:**

Simon CRE on behalf of Dollar General Corporation has proposed a Development Permit (DP14-001) for a 9,100 square foot Dollar General Retail Store and associated landscaping, parking, lighting and signage on property located at 12345 Rough and Ready Highway within the Grass Valley Community Region/Grass Valley Sphere of Influence Area of Concern (DP15-001). This project is one of three similar proposals for 9,100 square foot Dollar General Stores in Alta Sierra and Penn Valley. This project has been reviewed for potential environmental impacts through EIR15-001 and it has been determined that this project will have a short and long term impact to aesthetics and land use in the rural area of Nevada County as a result of the overall incompatible nature of the size and mass of this commercial building in such close proximity to established residential uses. Due to the incompatible size and mass of this proposed project, staff has determined that the project is inconsistent with the central themes of the General Plan that are intended to protect the rural character and quality and many of the Goals and Policies of the

General Plan as outlined below. Since, this project is inconsistent with the surrounding neighborhood, does not protect the rural character of this area and has been found to be inconsistent the General Plan Goals and Policies, staff recommends that the Planning Commission after reviewing and considering the proposed project and taking public testimony take the following actions: 1) approve the project specific environmental document as adequate making the appropriate CEQA Findings, but not making the required Statement of Overriding Considerations due to the project's incompatibility with the surrounding neighborhood and General Plan; and 2) deny Development Permit DP15-001 based on the substantial evidence provided in the record making the findings provide below.

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### **RECOMMENDATION:**

Staff recommends the Planning Commission take the following actions:

- I. Certify the Final Environmental Impact Report (EIR15-001/ SCH2016012009) subject to the recommended Mitigation Measures found in the Mitigation Monitoring and Reporting Program (*Attachment 2*) making the CEQA Findings of Fact (*Attachment 3*), but not making a Statement of Overriding Considerations.
- II. Deny Development Permit (DP15-004) proposing the construction of a 9,100 square foot building and associated parking and infrastructure improvements as the project's size, scale and massing is incompatible with the surrounding rural residential neighborhood and the project is found to be inconsistent with policies of the Nevada County General Plan that are intended to protect the rural character of existing neighborhoods based on the following findings A through E:
  - A. That the proposed Development Permit (DP15-001) requesting entitlements to construct a 9,100 square foot retail store with a maximum height on 28-feet 11-inches and 29 parking spaces, six 15-foot tall parking lot light standards and wall mounted lighting, landscaping, and drainage improvements is inconsistent with Nevada County General Plan in the following respects:
    1. General Plan Goal 1.4: "Within *Community Regions*, provide for an adequate supply and broad range of residential, employment-generating, and cultural, public, and quasi-public uses located for convenience, efficiency, and affordability while protecting, maintaining, and enhancing communities and neighborhoods." The project is located in an approximately 7.00-acre pod of Neighborhood Commercial (NC) designated land consisting of 9 parcels and contains an existing approximately 2,800 commercial building on it. However, the remaining 8 NC designated parcels are all developed with residential uses and surrounded by rural residential uses and undeveloped land. Given the scale and mass of the proposed structure, its proximity to adjacent residential uses and the buildings prominence in a predominantly residential neighborhood, even with mitigation to reduce effects of noise and lighting, the proposed development would be considered incompatible



with the surrounding uses and subsequently cannot be found to protect, maintain or enhance this existing established neighborhood even with the design elements incorporated into the project.

2. General Plan Policy 1.4.2: “Development within the *Community Regions* shall be consistent with the overall rural quality of life in the County, as demonstrated through sensitivity to resources constraints, provisions of interwoven open spaces as a part of development, and community design which respects the small town or village character of the *Community Regions*. These criteria shall be accomplished through application of the Comprehensive Site Design Standards in review of discretionary and ministerial projects.” Due to the proposed size and massing, the project reflects more of an urban type development that is more appropriate in an area with other similar commercial uses. Because this project is located in an established older neighborhood with smaller lots and the existing NC designated parcels surrounding the site are developed with residential uses, the project is inconsistent with the overall rural quality of life in this region of Nevada County and does not respect the small town feel for the neighborhood.

Several examples of smaller more neighborhood centric stores within the NC designation exist throughout the County that are surrounded by residential neighborhoods. These include but are not limited to the Alta Street Market and the Chicago Park Store. This size and scale of development is more consistent with the intention and purpose of the NC designation in this area of unincorporated Nevada County, while the proposed project’s size and scale overwhelm the site and the neighboring development.

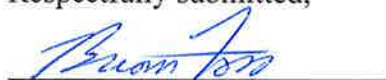
3. General Plan Goal 1.5: “Within *Community Regions*, ensure development reflects our small-town character, the characteristics of the land and the natural environment.” The project being a 9,100 square foot retail commercial building with a maximum height of 28-feet 11-inches dwarfs any existing buildings surrounding the project site. Further as there are no other commercial development in the area, this project does not reflect the small-town character of the Sunset neighborhood, which is primarily a rural residential area with larger undeveloped lands surrounding the project site.
4. General Plan Goal 1.6/Policy 1.6.1: “Allow for growth while protecting, maintaining and enhancing communities and neighborhoods; and [e]stablish land uses which protect, enhance, and complement existing communities and neighborhoods.” Given the scale of the building, its proximity to adjacent residential uses, and the building’s prominence in a predominantly residential neighborhood, even with mitigation to reduce effects of noise and lighting, the proposed development would be considered incompatible with the surrounding uses and subsequently

cannot be found to protect, maintain, enhance or complement this existing rural residential neighborhood, as there are no other existing commercial uses or any other types of structures in this area which are of similar size, scale and mass as the proposed development.

5. General Plan Goal 2.1: "Provide for a strong economic base while protecting and maintaining neighborhoods." The proposed commercial retail development, within an established residential neighborhood is substantially larger than any existing structures surrounding the project site, and subsequently the proposed project would be incompatible with existing development and cannot be found to protect or maintain this established neighborhood.
6. General Plan Goal MV-4.1: "Provide for the safe and efficient movement of people and goods in a manner that respects the rural character of Nevada County." The project proposes to provide a permanent access on to West Drive that otherwise serves residential uses. The potential use of California Legal Trucks (65-feet) for deliveries by this commercial retail development have the potential to result in impacts that would be incompatible to the rural character of this rural residential neighborhood and potentially result in safety hazards to residents of this community.
7. General Plan Policy MV-4.2.5: "In review of discretionary permits, the County shall consider the effect of the proposed development 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." The impact of this development has been reviewed within the Transportation chapter of the project specific Environmental Impact Report (EIR) which found that all traffic impacts could be mitigated. The introduction of commercial traffic and specifically delivery trucks onto West Drive, a residential roadway, would be incompatible with the existing and anticipated use of this road, which currently serves a residential population.
8. General Plan Policy 9.1.7: "Encourage heavy truck traffic to those routes outside residential areas." Approval of this project would result in the potential of use of West Drive for deliveries by heavy trucks, as the applicant has gone on record that the largest potential truck used for deliveries would be a California Legal Truck (65-feet), and the project has a permanent access onto both Rough and Ready Highway and West Drive. Nothing would preclude truck drivers from using West Drive for both ingress and egress to provide for more efficient movements throughout this 1.02-acre property. As this proposed development is in close proximity to many surrounding residential uses, the noise created by delivery trucks of this size would be incompatible with surrounding residential uses and could be detrimental to the expected enjoyment of surrounding sensitive noise receptors.

9. General Plan Goal 18.1: "Promote and provide for aesthetic design in new development that reflects existing character." The project proposes to insert a large commercial building with a modern design into an older established residential neighborhood where there are no similar examples of commercial development of this size and scale or architectural style. If approved, this project will clearly stand out and would not reflect the existing character of this community.
- B. That the site is not physically suitable for the size, mass and scale of the proposed retail commercial development because the site has potential land use compatibility issues which cannot be avoided through appropriate site planning or without a significant reduction in the height and square footage of the proposed development for which the applicant is not amenable. Existing residential units are within close proximity to the project site that could experience interruption to enjoyment of their residential property by the induction of a commercial use of this size;
- C. That West Drive, which serve the project is not adequate in size, width, and pavement type to carry the quantity and kinds of traffic generated by this project;
- D. The proposed use and facilities are not compatible with, and could be detrimental to, existing and anticipated future uses on-site, on abutting property and in the nearby surrounding neighborhood or area;
- E. That this development permit, proposing a commercial building for commercial use, will be incompatible with the design of existing and anticipated future uses on the nearby surrounding areas as supported by the findings of the project specific EIR (EIR15-001), specifically Impact 12.3.2(RR) which states "[a]lthough the Rough and Ready Highway site is designated for commercial use and is developed with a commercial building, the site is surrounded by rural residential uses. Existing residences are located immediately adjacent the site's western and southern boundaries. In addition, there are residential properties located north and east of the site across the adjacent roadways. Construction and operation of the proposed project, which would include a building of a greater scale than the existing commercial building on the site, could be incompatible with these residential properties...". Since the proposed project will not blend into the existing neighborhood character as it relates to design and size/scale and because it will introduce other incompatible factors such as light and glare, in such close proximity to existing residential uses and structures, the proposed project is found to be incompatible with the rural residential character of this long established neighborhood.

Respectfully submitted,



BRIAN FOSS, Director of Planning

## **Attachment 1. Final EIR\***

*\*Commissioner's Only available for public review at the County Planning Department and the Planning Department webpage*



# NEVADA COUNTY ROUGH AND READY HIGHWAY DOLLAR GENERAL

## MITIGATION MONITORING AND REPORTING PROGRAM

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SCH No. 2016012009

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**SEPTEMBER 2017**

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# MITIGATION MONITORING AND REPORTING PROGRAM

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## INTRODUCTION

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Rough and Ready Highway Dollar General project. This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code which requires public agencies to "adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." An MMRP is required for the proposed project because the Environmental Impact Report (EIR) has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

The numbering of the individual mitigation measures follows the numbering sequence as found in the EIR. All revisions to mitigation measures that were necessary as a result of responding to public comments and incorporating staff-initiated revisions have been incorporated into this MMRP.

## MITIGATION MONITORING AND REPORTING PROGRAM

The MMRP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in the Draft EIR as well as any measures which were revised as part of the Final EIR.

Nevada County will be the primary agency, but not the only agency, responsible for implementing the mitigation measures. In some cases, other public agencies will implement measures. In other cases, the project applicant will be responsible for implementation of measures and the County's role is exclusively to monitor the implementation of the measures. In those cases, the project applicant may choose to require the construction contractor to implement specific mitigation measures prior to and/or during construction. The County will continue to monitor mitigation measures that are required to be implemented during the operation of the project.

The MMRP is presented in tabular form on the following pages. The components of the MMRP are described briefly below:

**Mitigation Measures:** The mitigation measures are taken verbatim from the Draft EIR, as well as any measures which were revised as part of the Final EIR, in the same order that they appear in the Draft EIR.

**Mitigation Timing:** Identifies at which stage of the project mitigation must be completed.

**Monitoring Responsibility:** Identifies the department within the County, project applicant, or consultant responsible for mitigation monitoring.

**Compliance Verification Responsibility:** Identifies the department of the County or other State agency responsible for verifying compliance with the mitigation.



## MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM TABLE

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	VERIFICATION (DATE AND INITIALS)
<b>4.0 Aesthetics</b>				
<b>RR-4.3.2a</b>	Prior to building permit issuance, the developer shall submit a final Site Lighting Plan/Photometric Detail that demonstrates that all light spill will be retained on the project site. Potential methods for reducing light trespass onto neighboring roads and properties include light fixtures of lesser wattage, and/or providing additional screening of those features, and/or moving light poles farther into the interior of the site. The developer shall install and maintain all lighting consistent with the approved Final Site Lighting Plan. Prior to issuance of final occupancy, the Planning Department shall perform a site visit, during the dark hours, to verify that the installed lighting does not trespass onto neighboring roads or properties.	Nevada County Planning Department and Building Department	Prior to issuance of building permits and prior to issuance of final occupancy	
<b>RR-4.3.2b</b>	All lighting for advertising must meet the County Lighting and Signage Ordinance requirements. Internally illuminated signage shall be prohibited. All lighting for exterior signage or advertising shall be top mounted light fixtures which shine light downward directly onto the sign. Said lighting shall be fully shielded consistent with International Dark Sky standards. Prior to building permit issuance, the applicant shall submit a final signage plan that eliminates any reference to internally lighted signage and provides details for establishing top mounted lighting for both the monument and wall signs. Additionally, any proposed sign lighting shall be shown and taken into account in the photometric detail in the revised project site lighting plan as required by mitigation measure MM RR-4.3.2a. Prior to issuance of final occupancy, the	Nevada County Planning Department	Prior to issuance of building permit and prior to issuance of final occupancy	

## MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	VERIFICATION (DATE AND INITIALS)
	Planning Department shall perform a site inspection to ensure that the sign lighting is installed consistent with this mitigation measure and the County Zoning Code standards.			
<b>5.0 Air Quality</b>				
<b>RR-5.3.1a</b>	<p>The construction contractor shall submit to the NSAQMD for approval an Off-Road Construction Equipment Emission Reduction Plan prior to ground breaking demonstrating the following:</p> <ul style="list-style-type: none"> <li>• All off-road equipment (portable and mobile) meets or is cleaner than Tier 2 engine emission specifications unless prior written approval for any exceptions is obtained from the NSAQMD. Note that all off-road equipment must meet all applicable state and federal requirements.</li> <li>• Emissions from on-site construction equipment shall comply with NSAQMD Regulation II, Rule 202, Visible Emissions.</li> <li>• The primary contractor shall be responsible to ensure that all construction equipment is properly tuned and maintained.</li> <li>• Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes when not in use (as required by California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations). Clear signage shall be provided for construction workers at all access points.</li> <li>• All construction equipment shall be maintained and properly tuned in accordance with manufacturers'</li> </ul>	Nevada County Building Department; Northern Sierra Air Quality Management District	The Off-Road Construction Equipment Emission Reduction Plan shall be submitted and approved prior to issuance of grading permits for the first phase of construction. The plan shall be implemented during all phases of construction.	

## MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	VERIFICATION (DATE AND INITIALS)
	<p>specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</p> <ul style="list-style-type: none"> <li>Existing power sources (e.g., power poles) or clean fuel generators shall be utilized rather than temporary power generators (i.e. diesel generators), where feasible.</li> <li>Deliveries of construction materials shall be scheduled to direct traffic flow to avoid the peak hours of 7:00–9:00 AM and 4:00–6:00 PM.</li> <li>The primary contractor shall use architectural coatings for the proposed structure that have a volatile organic compound (VOC) content no greater than 50 grams per liter of VOC.</li> </ul>			
<b>RR-5.3.1b</b>	<p>To reduce impacts of short-term construction, the applicant shall obtain NSAQMD approval of a Dust Control Plan (DCP) which shall include, but not be limited, to, the standards provided below to the satisfaction of the NSAQMD. Prior to issuance of grading permits, the developer shall provide a copy of the approved DCP to the County Planning and Building Department and shall include the requirements of DCP as notes on all construction plans. The Building Department shall verify that the requirements of the DCP are being implemented during grading inspections.</p> <p>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.</p> <p>1. The applicant shall implement all dust control measures</p>			

## MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	VERIFICATION (DATE AND INITIALS)
	<p>in a timely manner during all phases of project development and construction.</p> <p>2. 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.</p> <p>3. All areas (including unpaved roads) with vehicle traffic shall be watered or have dust palliative applied as necessary for regular stabilization of dust emissions.</p> <p>4. 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.</p> <p>5. All on-site vehicle traffic shall be limited to a speed of 15 mph on unpaved roads.</p> <p>6. 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.</p> <p>7. All material transported off-site shall be either sufficiently watered or securely covered to prevent public nuisance.</p> <p>8. Paved streets adjacent to the project shall be swept or washed at the end of each day, or as required to removed excessive accumulation of silt and/or mud which may have resulted from activities at the project site.</p>			



## MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	VERIFICATION (DATE AND INITIALS)
	9. 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.			
<b>RR-5.3.1c</b>	To ensure that the project will not result in the significant generation of VOCs, all architectural coatings shall utilize low-VOC paint (no greater than 50g/L VOC). Prior to building permit issuance, the developer shall submit their list of low-VOC coatings to the NSAQMD for review and approval. The developer shall then provide written verification from NSAQMD that all architectural coatings meet NSAQMD thresholds to be considered "low-VOC." Finally, all building plans shall include a note documenting which low-VOC architectural coatings will be used in construction.	Nevada County Building Department; Northern Sierra Air Quality Management District	Prior to building permit issuance and throughout construction phase	
<b>RR-5.3.2</b>	The project applicant shall obtain an Authority to Construct Permit from NSAQMD for any source of air contaminants that exist after construction that is not exempt from District permit requirements. All requirements of this permit shall be incorporated into standard operating procedure manuals or materials for the project. Prior to issuance of final occupancy, the developer shall submit written proof (i.e. a letter from NSAQMD and a copy of the permit) to the County Planning and Building Department documenting that they have obtained said permit from NSAQMD.	Nevada County Building Department; Northern Sierra Air Quality Management District	Prior to issuance of final occupancy and throughout project operation	
<b>RR-6.3.2</b>	If construction is proposed during the breeding season (February–August), a focused survey for raptors and other migratory bird nests shall be conducted within 14 days prior to the beginning of construction activities by a qualified biologist in order to identify active nests on-site. If active nests are found, no construction activities shall take place	Nevada County Planning Department	Prior to construction activities	

## MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	within 500 feet of the nest until the young have fledged. This 500-foot construction prohibition zone may be reduced based on consultation with and approval by the California Department of Fish and Wildlife. Trees containing nests or cavities that must be removed as a result of project implementation shall be removed during the non-breeding season (late September to January). If no active nests are found during the focused survey, no further mitigation will be required. To the extent feasible, necessary tree removal should occur outside of the typical nesting season to minimize or avoid adverse effects to all nesting birds.			
<b>7.0 Cultural Resources</b>				
<b>RR-7.3.2</b>	In the event cultural materials or human remains are discovered during project construction, the construction contractor shall halt work and contact the appropriate agencies. All equipment operators and persons involved in any form of ground disturbance at any phase of project improvements shall be advised of the possibility of encountering subsurface cultural resources. If such resources are encountered or suspected, work shall be halted immediately within 200 feet of the suspected resource and the Nevada County Planning Department shall be contacted. A professional archaeologist shall be retained by the developer and consulted to assess 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	Nevada County Planning Department	During project construction	

## MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	VERIFICATION (DATE AND INITIALS)
	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 the project.			
<b>8.0 Geology and Soils</b>				
<b>RR-8.3.1a</b>	Prior to grading permit issuance, the project applicant shall provide a final Geotechnical Engineering Report to the Nevada County Building and Planning Departments that reflects the final site plan. The Building Department shall be responsible for reviewing the final site plan and final Geotechnical Engineering Report to ensure that they are consistent with both local and building code requirements.	Nevada County Building Department and Planning Department	Prior to grading permit issuance	
<b>RR-8.3.1b</b>	Prior to grading or building permit issuance, the developer shall include the grading and structural improvement design criteria recommendations of the Final Geotechnical Engineering Report as notes on improvement plans and incorporate those recommended actions into the final project design. The Nevada County Building Department shall verify that the recommendations are being implemented during the plan review and inspection stages of the permit process.	Nevada County Building Department and Planning Department	Prior to improvement plan approval	
<b>RR-8.3.2a</b>	Prior to issuance of grading permits, all grading and improvement plans shall include a note that documents the approved time of year for grading activities. Specifically, no grading shall occur after October 15 or before May 1 unless standard Building Department requirements are met for grading during the wet season.	Nevada County Building Department	Prior to grading permit issuance	
<b>RR-8.3.2b</b>	Prior to issuance of grading permits or improvement plans for all project-related grading including road construction and drainage improvements, all plans shall incorporate, at	Nevada County Building Department	Prior to grading permit issuance	

## MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (DATE AND INITIALS)
	<p>a minimum, the following erosion and sediment control measures, which shall be implemented throughout the construction phase:</p> <ol style="list-style-type: none"> <li>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. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared in accordance with California State Water Resources Control Board (SWRCB) requirements. The SWPPP shall include the implementation of BMPs for Erosion Control, Sediment Control, Tracking Control, Wind Erosion Control, Waste Management and Materials Pollution Control and shall be provided to the Nevada County Planning, Building and Public Works Departments prior to issuance of grading permits or approval of improvement plans.</li> <li>2. Topsoil that will be used as fill material 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.</li> <li>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 similar to the surrounding ecosystem.</li> <li>4. Geo-fabrics, jutes or other mats may be used in</li> </ol>			

## MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	VERIFICATION (DATE AND INITIALS)
	conjunction with revegetation and soil stabilization.			
<b>10.0 Hazards and Hazardous Materials</b>				
<b>RR-10.3.2a</b>	The County shall ensure any grading or improvement plan or building permit includes a condition that if hazardous materials contamination is discovered or suspected during construction activities, all work shall stop immediately and the construction contractor shall notify the County for direction. Signs of potential hazardous materials contamination may include stained soils, discolored or oily, previously unknown underground storage tanks, foul odors, etc. Work shall not resume until a qualified professional has determined an appropriate course of action such as investigation, remediation, or other method to control the potential for hazardous materials contamination to pose a human health or environmental risk. The County shall be responsible for appropriate notification of regulatory agencies such as the Central Valley RWQCB and/or DTSC, as applicable.	Nevada County Building Department and Department of Environmental Health	Prior to issuance of a grading permit and during construction	
<b>RR-10.3.2b</b>	A survey for asbestos-containing building materials, lead-based paint, polychlorinated biphenyl, or other potentially hazardous building materials shall be conducted prior to initiation of demolition or reconstruction of the existing buildings. The results of the survey shall be provided to the Nevada County Building Department prior to any work on the building. If hazardous building materials are present at levels that require special handling and/or disposal, removal of the materials shall be completed by qualified professionals in accordance with applicable laws and regulations (including Northern Sierra Air Quality Management District requirements) prior to any activity that would involve demolition or renovation.	Nevada County Building Department	Prior to issuance of a building permit	



## MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (DATE AND INITIALS)
RR-10.3.4	<p>Prior to issuance of a grading and building permits for the project, the County shall ensure the following is completed:</p> <ol style="list-style-type: none"> <li>1. An automatic fire sprinkler and alarm system approved by the Nevada County Consolidated Fire District shall be included in project design.</li> <li>2. All improvements to achieve 1,500 gallons per minute fire flow shall be completed prior to any building materials stored on-site. Written verification of adequate fire flow, based on an actual flow test, shall be provided to the Nevada County Consolidated Fire District.</li> <li>3. The applicant shall install a 48,000-gallon water storage tank. Prior to installation, the applicant shall provide a plan to the Nevada County Consolidated Fire District for review and approval that demonstrates how the tank integrates with the Nevada Irrigation District system to ensure adequate fire flow.</li> <li>4. If it is determined through flow-testing that the three fire hydrants within 500 feet of the project site are insufficient to meet fire flow requirements, additional on-site hydrants will be required and shall be subject to review and approval by the Nevada County Consolidated Fire District.</li> <li>5. The post-indicator valve and fire department connection for the fire sprinkler system should be installed near the fire hydrant located near the northwest corner of the property. Other locations may be proposed; however, they may require the addition of an on-site hydrant, subject to approval by the Nevada County Consolidated Fire District.</li> </ol>	Nevada County Building Department and Nevada County Consolidated Fire District	Prior to issuance of grading and building permit	

## MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	VERIFICATION (DATE AND INITIALS)
<b>11.0 Hydrology and Water Quality</b>				
<b>RR-11.3.1a</b>	<p>The construction and grading permits shall comply with the applicable NPDES regulations. Prior to grading permit issuance, obtain a General Permit for Storm Water Discharges Associated with the construction activity and provide a copy of the permit to the County Planning, Building and Public Works Departments. Grading plans shall include verification that an NPDES permit, issued by the State Water Resources Board, has been issued for this project. To protect water quality, the contractor shall implement standard Best Management Practices during and after construction. These measures include, but are not limited to, the following:</p> <ol style="list-style-type: none"> <li>1. At no time shall heavy equipment operate in flowing water.</li> <li>2. Disturbed areas shall be graded to minimize surface erosion and siltation; bare areas will be covered with mulch; cleared areas will be revegetated with locally native erosion control seed mix.</li> <li>3. The contractor shall exercise every reasonable precaution from adding pollution to offsite waterways with fuels, oils, bitumen, calcium chloride, and other harmful materials. Construction byproducts and pollutants such as oil, cement, and washwater shall be prevented from discharging into the offsite drainages and shall be collected and removed from the site.</li> <li>4. Erosion control measures shall be applied to all disturbed slopes. No invasive non-native grasses shall be used for erosion control, such as velvet grass or orchard grass. A combination of rice straw wattles, a mulch of native straw or certified weed-free straw, and a planting of</li> </ol>	Nevada County Planning Department	Prior to issuance of grading permit and approval of improvement plan; during construction activities	

## MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	VERIFICATION (DATE AND INITIALS)
	<p>native plant species is recommended.</p> <p>5. Silt fencing (or filter fabric) shall be used to catch any short-term erosion or sedimentation that may inadvertently occur. Silt-fencing should be installed well above the offsite drainages and extend beyond the construction zone if necessary. The use of standard straw is prohibited to avoid introduction of noxious weeds, such as star thistle.</p> <p>6. To minimize water quality impacts to Upper Rough and Ready Ditch or other offsite drainages (e.g., Deer Creek) after the project is complete, no direct discharge of runoff from newly constructed impervious surface will be allowed to flow directly to the drainage. Runoff from surfaces should be directed through storm water interceptors constructed at discharge points. These interceptors will remove oil, sediment, and other pollutants that might otherwise flow to downstream waterways.</p>			
RR-11.3.1b	<p><u>Surface Drainage</u>. The following measures shall be required to reduce surface water drainage patterns, unless alternatives are approved that are recommended by the project's geotechnical engineers, the California Regional Water Quality Control Board or the Department of Public Works that will provide substantially the same or better management of surface drainage:</p> <p>1. Slope final grade adjacent to structural areas so that surface water drains away from building pad finish subgrades at a minimum 2 percent slope for a minimum distance of 10 feet. Where interior slabs-on-grade are proposed, the exterior subgrade must have a minimum slope of 4 percent away from the structure for a minimum distance of 10 feet. Additional drainage and</p>	Nevada County Planning Department	Prior to issuance of grading permit and approval of improvement plan; during construction activities	

## MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	VERIFICATION (DATE AND INITIALS)
	<p>slab-on-grade construction recommendations are provided in a geotechnical engineering report outlined in mitigation measure MM RR-8.3.1b.</p> <p>2. Compact and slope all soil placed adjacent to building foundations such that water is not retained to pond or infiltrate. Backfill should be free of deleterious material.</p> <p>3. Direct rain-gutter downspouts to a solid collector pipe which discharges flow to positive drainage and away from building foundations.</p>			
<b>RR-11.3.1c</b>	<p><u>Drainage Facilities.</u> Drainage facilities for this project shall utilize County Standard Plans and Specifications and be designed by a registered civil engineer. Onsite storm drainage facilities shall be constructed in compliance with the design and analysis provided in the project specific Drainage Report prepared by TTG Engineers dated March 2016, and Sheet C2 date stamped June 24, 2016, which is to be kept on file with the Planning Department. Additionally, measures shall be incorporated into the improvement plans that reduce the offsite drainage flows to pre-project conditions as any additional net increase in stormwater runoff from the project site is prohibited. Features shall also be incorporated into the plans that minimize the discharge of pollutants in conformance with General Plan Policy 11.6A, which include, but is not limited to, the use of curbs and gutters, and the use of oil, grease and silt traps. County engineering staff shall review future construction plans to verify that the final design meet the requirements of this mitigation measure.</p>	Nevada County Planning Department	Prior to issuance of grading permit and approval of improvement plan; during construction activities	
<b>13.0 Noise</b>				
<b>RR-13.3.1a</b>	Prior to approval of improvements plans, the project design shall be revised to replace the solid privacy fence	Nevada County Planning Department and Code	Prior to improvement plans	

## MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	VERIFICATION (DATE AND INITIALS)
	along the western and southern site boundaries with a 6-foot-high wall constructed of CMU or similar material.	Compliance Division	approval	
<b>RR-13.3.1b</b>	To ensure project operational noise levels do not exceed the County's Noise Standards, the project shall be conditioned to limit all truck deliveries to the Rough and Ready Highway project site to between the daytime hours of 7:00 a.m. and 7:00 p.m. Store management shall be educated regarding these restricted delivery hours and a small non-illuminated sign not to exceed 4 square feet shall be posted in the delivery loading and unloading area outlining these restrictions. Prior to issuance of final occupancy, the Planning Department shall perform a site visit to ensure this mitigation measure has been implemented.	Nevada County Planning Department and Code Compliance Division	Throughout project operation	
<b>RR-13.3.2</b>	<p>The project applicant shall ensure through contract specifications that construction best management practices (BMPs) are implemented by contractors to reduce construction noise levels. Contract specifications shall be included in the construction document, which shall be reviewed by the County prior to issuance of a grading or building permit (whichever is issued first). The construction BMPs shall include the following:</p> <ul style="list-style-type: none"> <li>• Construction shall be limited to the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday. No construction is permitted on Saturdays, Sundays, or legal holidays.</li> <li>• Ensure that construction equipment is properly muffled according to industry standards and is in good working condition.</li> <li>• Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.</li> </ul>	Nevada County Planning Department	Prior to approval of improvement plans	

## MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	VERIFICATION (DATE AND INITIALS)
	<ul style="list-style-type: none"> <li>Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.</li> <li>Use electric air compressors and similar power tools rather than diesel equipment, where feasible.</li> <li>Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.</li> <li>Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the County or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.</li> </ul>			
<b>14.0 Public Services and Utilities</b>				
<b>RR-14.3.5</b>	Prior to issuance of grading or building permits the following shall be included as a Note on those plans: Toxic waste materials (ammunition, asbestos, biohazards, compressed gas cylinders, explosives, radioactive materials, treated wood waste, and medications) are not accepted at the McCourtney Road Transfer Station and if encountered during construction, shall be properly disposed of in compliance with existing regulations and at appropriate facilities. The County Department of Public Works-Solid Waste Division (organic waste) and Environmental Health Department (industrial toxic waste) are the local agencies with oversight over the disposal of these materials. Should	Nevada County Planning Department and Environmental Health Department	Prior to issuance of grading or building permits	



## MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	VERIFICATION (DATE AND INITIALS)
	the developer encounter these materials during grading or construction activities, the developer shall consult with these agencies to determine the appropriate methods for disposal and the appropriate facilities where these materials can be disposed.			
<b>15.0 Traffic and Transportation</b>				
<b>RR-15.3.1</b>	Occupation or operation of the Rough and Ready Highway project site shall not occur until such time that the traffic signal at the intersection of Rough and Ready Highway and Ridge Road is installed. If the improvements are constructed by the project applicant, they shall be subject to review by the Public Works Department and will be eligible for reimbursement or fee credits for costs that exceed the project's fair share. If the improvements at this intersection are constructed by the County or by others, payment of the fair share fees are adequate to satisfy the project's obligation toward this improvement.	Nevada County Planning Department and Nevada County Public Works Department	Prior to occupancy or operation of the project	
<b>RR-15.3.2a</b>	No objects or vegetation within the site's frontage along Rough and Ready Highway shall exceed the maximum height of 18 inches to ensure clear line of sight. The project applicant shall perform brush clearing and tree trimming within this area in consultation with the Nevada County Public Works Department prior to project operation and shall obtain a standard encroachment permit from the County prior to initiating work within the public right-of-way.	Nevada County Planning Department and Public Works Department	Prior to issuance of a building permit and throughout project operation	
<b>RR-15.3.2b</b>	STAA trucks shall be prohibited from accessing the project site and will be strictly enforced, unless Rough and Ready Highway is designated a STAA route.	Nevada County Planning Department and Code Compliance Division	Prior to issuance of a building permit and throughout project operation	
<b>RR-15.3.5</b>	Prior to the issuance of a grading permit for the Rough	Nevada County Public	Prior to issuance of	

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Proposed Mitigation</b>	<b>Summary of Measure</b>	<b>Monitoring Responsibility</b>	<b>Timing</b>	<b>VERIFICATION (DATE AND INITIALS)</b>
	and Ready Highway project site, a Construction Traffic Control Plan (CTCP) shall be submitted for review and approval by the Nevada County Public Works Department. The CTCP shall include a schedule of construction and anticipated methods of handling traffic during construction activities to ensure the safe flow of traffic, pedestrian/bicycle crossing, and adequate emergency access, including maintaining an open lane for motorized and non-motorized travel at all times. All traffic control measures shall conform to County and Caltrans standards, as applicable.	Works Department	a grading permit	

**ROUGH AND READY HIGHWAY DOLLAR GENERAL  
ENVIRONMENTAL IMPACT REPORT  
FINDINGS REQUIRED UNDER THE  
CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
(Public Resources Code, Section 21000 et seq.)

**I. Introduction**

On behalf of the County of Nevada (the "County"), and pursuant to the California Environmental Quality Act ("CEQA") Public Resources Code Sections 21000, et. seq., Michael Baker International has prepared a Final Environmental Impact Report (the "FEIR") for the Rough and Ready Highway Dollar General Project and other related approvals described below (collectively, the "Project"). The County is the lead agency for the FEIR.

To support its certification of the FEIR and approval of the Project, the Planning Commission of the County of Nevada (the "Commission") makes the following findings of fact (collectively, the "Findings"). These Findings contain the Planning Commission's written analysis and conclusions regarding the Project's environmental effects, mitigation measures, alternatives to the Project, and should the Planning Commission elect to approve the project the overriding considerations must be made which, in the Commission's view, justify the approval of the Project despite its potential environmental effects. These Findings are based upon the entire record of proceedings for the FEIR, as described below.

The Project proposes development of a 9,100-square-foot Dollar General retail store on an approximately 1-acre site in the community of Grass Valley. The exterior design would be based on a western motif. The Project proposes to provide 29 parking spaces. As allowed by Nevada County Land Use and Development Code Section L-II 4.2.9.F.12, the applicant has submitted a parking study prepared by a registered traffic engineer which demonstrates that the proposed parking would meet demand for the proposed use as a Dollar General Store. Lighting for the Project would be designed in accordance with the Nevada County Code. The Project would provide 8,451 square feet of landscaping and would set aside a 7,405-square-foot portion (16.7 percent) of the site as permanent open space in accordance with Nevada County Code. Potable water would be supplied by the Nevada Irrigation District (NID) for domestic and fire flow purposes. No off-site construction for connection to water infrastructure would be necessary. To provide adequate water volume and flow to meet fire suppression requirements, the Project would require the installation of an approximately 48,000-gallon underground water tank with pump to satisfy fire flow requirements. The Project will also include a fire pump to operate an on-site fire hydrant and building sprinklers. The tank and hydrant will be located within the Project site. Wastewater treatment and disposal would be provided through a septic system, which would be accommodated within the Project parcel, so no off-site improvements would be necessary. Storm drainage would include on-site detention, which would ultimately flow into an off-site storm drainage ditch. The Project would be designed to maintain post-Project surface drainage flows at pre-Project levels. Curb openings would direct stormwater runoff into a bioretention basin where it would pass through a water quality filter. The flow would then be conveyed via pipe to adjacent underground detention pipes that would drain at a rate less than the pre-development flows to a roadside ditch.

The approvals necessary for implementation of the Rough and Ready Highway Dollar General Project include approval by the Commission of the Development Permit, Building Permit, and Grading Permit, and various approvals, permits, and entitlements from other public agencies including the California Department of Transportation, District 3; Central Valley Regional Water Quality Control Board, Region 5; Northern Sierra Air Quality Management District; and State Water Resources Control Board.

## **II. General Findings and Overview**

### **A. Record of Proceedings and Custodian of Record**

The record of proceedings for the County's findings and determinations is available for review by responsible agencies and interested members of the public during normal business hours at 950 Maidu Avenue, Nevada City, California. The custodian of these documents is the Nevada County Planning Department.

### **B. Preparation and Consideration of the FEIR and Independent Judgement Findings**

The Planning Commission finds, with respect to the County's preparation, review, and consideration of the FEIR, that:

- The County retained the independent firm of Michael Baker International to prepare the FEIR, and Michael Baker International prepared the FEIR under the supervision and at the direction of the County of Nevada Planning Department and Community Development Agency.
- The County circulated the DEIR for review by responsible agencies and the public and submitted it to the State Clearinghouse for review and comment by state agencies.
- The FEIR has been completed in compliance with CEQA.
- The Project will have significant, unavoidable impacts as described and discussed in the FEIR.
- The FEIR is adequate under CEQA to address the potential environmental impacts of the Project.
- The FEIR has been presented to the Planning Commission, and the Planning Commission has independently reviewed and considered information contained in the FEIR.
- The FEIR reflects the independent judgement of the County.

By these Findings, the County Planning Commission ratifies and adopts the FEIR's conclusions for the following potential environmental impacts which, based on the analyses in the FEIR, the Planning Commission determines to be less than significant.

**C. Findings Regarding No Impacts or Less Than Significant Impacts**

**1. Air Quality**

- **Impact 5.3.3(RR)** The Rough and Ready Highway project would not contribute to localized concentrations of mobile-source carbon monoxide that would exceed applicable ambient air quality standards.
- **Impact 5.3.4(RR)** The proposed Rough and Ready Highway project would not result in increased exposure of existing sensitive land uses to construction-source pollutant concentrations that would exceed applicable standards.
- **Impact 5.3.5(RR)** The Rough and Ready Highway project would not result in increased exposure of existing or planned sensitive land uses to operational-source toxic air contaminant emissions (i.e., diesel PM).
- **Impact 5.3.6(RR)** The proposed Rough and Ready Highway project would not include sources that could create objectionable odors affecting a substantial number of people or expose new residents to existing sources of odor.

**2. Biological Resources**

- **Impact 6.3.1(RR)** The project site does not provide suitable habitat for any special-status plant species that may occur in the vicinity.
- **Impact 6.3.3(RR)** There is no riparian habitat, sensitive natural community, or federally protected wetlands within the project site.
- **Impact 6.3.4(RR)** Implementation of the proposed project would not interfere with the movement of native resident or migratory wildlife species.
- **Impact 6.3.5(RR)** Development of the project area will not result in the loss of protected trees or a landmark grove, which could conflict with the Nevada County General Plan.
- **Impact 6.3.6(RR)** Implementation of the proposed project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

### **3. Cultural Resources**

- **Impact 7.3.1(RR)** The existing building on the Rough and Ready Highway project site has been extensively modified and does not meet any of the criteria for listing as a significant historical resource.
- **Impact 7.4.1** Implementation of the proposed projects, in combination with existing, approved, proposed, and reasonably foreseeable development in nearby areas of Nevada County, would not contribute to cumulative cultural resource impacts.

### **4. Geology and Soils**

- **Impact 8.3.4(RR)** Wastewater treatment and disposal at the Rough and Ready Highway site would be provided through a septic system.
- **Impact 8.4.1** Implementation of the proposed projects, in combination with existing, approved, proposed, and reasonably foreseeable development in nearby areas of Nevada County, would not contribute to cumulative geologic and soils impacts.

### **5. Greenhouse Gas Emissions**

- **Impact 9.3.1(RR)** The Rough and Ready Highway project would generate greenhouse gas emissions.

### **6. Hazards and Hazardous Materials**

- **Impact 10.3.1(RR)** Construction and occupancy of the Rough and Ready Highway site would involve the use of hazardous materials.
- **Impact 10.3.3(RR)** Development of the Rough and Ready Highway site would not affect emergency response plans or established evacuation routes.

### **7. Hydrology and Water Quality**

- **Impact 11.3.2(RR)** Saturated soil and groundwater seepage may be present seasonally at the Rough and Ready Highway site and the site would be served by a new septic system, but the project would have minimal effect on groundwater amount and quality.



- **Impact 11.4.1** Cumulative development, including the proposed projects, could affect water quality as a result of stormwater runoff containing pollutants.
- **Impact 11.4.2** Cumulative development, including the proposed projects, in areas not served by a public wastewater system would result in an increase in the number of septic tanks, which can affect water quality.
- **Impact 11.4.3** Cumulative development, including the proposed projects, could increase the rate and/or amount of stormwater discharged into local drainage systems and natural waterways, which could increase flood potential.

## 8. Land Use and Planning

- **Impact 12.3.1(RR)** Development of the Rough and Ready Highway site would not physically divide the surrounding community.
- **Impact 12.4.1** Implementation of the proposed projects, in combination with existing, approved, proposed, and reasonably foreseeable development in nearby areas of Nevada County, would not contribute to cumulative land use impacts.

## 9. Noise

- **Impact 13.3.3(RR)** Groundborne vibration levels associated with short-term construction activities at the Rough and Ready Highway project site would not exceed the applicable groundborne vibration criterion at adjacent land uses.
- **Impact 13.3.4(RR)** Implementation of the proposed project would not result in the exposure of sensitive receptors to excessive noise levels associated with airport operations.
- **Impact 13.4.1** Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in nearby areas of Nevada County would result in a cumulative increase in noise. However, compliance with the policies contained in the Noise Element would ensure that noise levels do not exceed applicable County noise standards.

## 10. Public Services and Utilities

- **Impact 14.3.1(RR)** Development of the Rough and Ready Highway project site as proposed would not substantially increase demand for

public safety services and would not trigger the need for any new or expanded facilities.

- **Impact 14.3.2(RR)** Operation of the proposed Rough and Ready Highway project would increase demand for water supplies as well as water treatment capacity and would require construction of on-site water conveyance improvements.
- **Impact 14.3.3(RR)** The proposed Rough and Ready Highway project includes an on-site septic system, the construction of which could result in environmental impacts.
- **Impact 14.3.4(RR)** The proposed Rough and Ready Highway project includes on-site storm water drainage improvements, the construction of which could result in environmental impacts.
- **Impact 14.3.5(RR)** Construction and operation of the proposed Rough and Ready Highway project would generate solid waste requiring collection and disposal services.
- **Impact 14.4.1** Implementation of the proposed projects, in combination with existing, approved, proposed, and reasonably foreseeable development in nearby areas of Nevada County could result in the need to expand or construct new public safety facilities in order to maintain adequate service levels.
- **Impact 14.4.2** Sufficient water supplies and water treatment facility capacity would be available to serve projected cumulative growth in western Nevada County.
- **Impact 14.4.3** Implementation of the proposed projects, in combination with existing, approved, proposed, and reasonably foreseeable development in nearby areas of Nevada County, could result in the need to construct new water, wastewater, storm drainage, or solid waste facilities in order to maintain adequate service levels.
- **Impact 14.4.4** Existing solid waste transfer and disposal facilities have sufficient capacity to accommodate anticipated growth in western Nevada County.

## 10. Traffic and Transportation

- **Impact 15.3.3(RR)** Development of the Rough and Ready Highway project site as proposed would not result in the need for private or public road maintenance or for new roads.

- **Impact 15.3.4(RR)** Development of the Rough and Ready Highway project site would not have effects on pedestrian, bicycle, or transit circulation in the area and would not conflict with adopted plans regarding alternative transportation.
- **Impact 15.6.1(RR)** When considered with existing, proposed, planned, and approved development in the region, implementation of the proposed Rough and Ready Highway project would contribute to cumulative traffic volumes that result in impacts to level of service and operations.

### **III. Findings and Recommendations Regarding Potentially Significant Environmental Impacts and Mitigation Measures**

A detailed analysis of the potential environmental impacts and the proposed mitigation measures for the Rough and Ready Dollar General Project is set forth in Chapters 4.0 through 15.0 of the DEIR, as incorporated into the FEIR. The Planning Commission concurs with the conclusions in the DEIR, as incorporated into the FEIR, that: (i) changes or alterations have been required, or incorporated into, the project which avoid or substantially lessen many of the significant environmental effects identified in the DEIR; and should the Planning Commission elect to approve this project (ii) specific economic, legal, social, technological, or other considerations make it infeasible to substantially lessen or avoid the remaining significant impacts, as would be described in a Statement of Overriding Considerations.

#### **1. Aesthetics**

- **Impact 4.3.2(RR)** Development of the Rough and Ready Highway project site as proposed would introduce new sources of light and glare.

*Level of Significance Before Mitigation:* Potentially Significant Impact

*Mitigation Measure(s):*

#### **MM RR-4.3.2a**

Prior to building permit issuance, the developer shall submit a final Site Lighting Plan/Photometric Detail that demonstrates that all light spill will be retained on the project site. Potential methods for reducing light trespass onto neighboring roads and properties include light fixtures of lesser wattage, and/or providing additional screening of those features, and/or moving light poles farther into the interior of the site. The developer shall install and maintain all lighting consistent with the approved Final Site Lighting Plan. Prior to issuance of final occupancy, the Planning Department shall perform a site visit, during the dark hours, to verify that the installed lighting does not trespass onto neighboring roads or properties.

#### **MM RR-4.3.2b**

All lighting for advertising must meet the County Lighting and Signage

Ordinance requirements. Internally illuminated signage shall be prohibited. All lighting for exterior signage or advertising shall be top mounted light fixtures which shine light downward directly onto the sign. Said lighting shall be fully shielded consistent with International Dark Sky standards. Prior to building permit issuance, the applicant shall submit a final signage plan that eliminates any reference to internally lighted signage and provides details for establishing top mounted lighting for both the monument and wall signs. Additionally, any proposed sign lighting shall be shown and taken into account in the photometric detail in the revised project site lighting plan as required by mitigation measure MM RR-4.3.2a. Prior to issuance of final occupancy, the Planning Department shall perform a site inspection to ensure that the sign lighting is installed consistent with this mitigation measure and the County Zoning Code standards.

Resulting Level of Significance: Less than Significant Impact

Findings of Fact:

Finding: Implementation of Mitigation Measures RR-4.3.2a and RR-4.3.2b which have been required or incorporated into the Project will reduce this impact to a less than significant level. The Planning Commission (the "Commission") hereby directs that these mitigation measures be adopted. The Commission therefore finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: All Project lighting will be designed and installed consistent with the Nevada County Code which requires lighting to be shielded and directed downward to prevent light spillage to adjacent properties and the night sky. Implementation of Mitigation Measures RR-4.3.2a and RR-4.3.2b would further restrict Project lighting to ensure adjacent properties and roadways are not exposed to substantial light or glare (DEIR, p. 4.0-36 and -37).

## 2. Air Quality

- **Impact 5.3.1(RR)** Construction activities associated with the Rough and Ready site such as clearing, excavation and grading operations, construction vehicle traffic, and wind blowing over exposed earth would generate exhaust emissions and fugitive particulate matter emissions that would temporarily affect local air quality for adjacent land uses.

Level of Significance Before Mitigation: Potentially Significant Impact

Mitigation Measure(s):

**MM RR-5.3.1a** The construction contractor shall submit to the NSAQMD for approval an Off-Road Construction Equipment Emission Reduction Plan prior to ground breaking demonstrating the following:

- All off-road equipment (portable and mobile) meets or is cleaner than Tier 2 engine emission specifications unless prior written approval for any exceptions is obtained from the NSAQMD. Note that all off-road equipment must meet all applicable state and federal requirements.
- Emissions from on-site construction equipment shall comply with NSAQMD Regulation II, Rule 202, Visible Emissions.
- The primary contractor shall be responsible to ensure that all construction equipment is properly tuned and maintained.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes when not in use (as required by California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Existing power sources (e.g., power poles) or clean fuel generators shall be utilized rather than temporary power generators (i.e. diesel generators), where feasible.
- Deliveries of construction materials shall be scheduled to direct traffic flow to avoid the peak hours of 7:00–9:00 AM and 4:00–6:00 PM.
- The primary contractor shall use architectural coatings for the proposed structure that have a volatile organic compound (VOC) content no greater than 50 grams per liter of VOC.

**MM RR-5.3.1b**

To reduce impacts of short-term construction, the applicant shall obtain NSAQMD approval of a Dust Control Plan (DCP) which shall include, but not be limited, to, the standards provided below to the satisfaction of the NSAQMD. Prior to issuance of grading permits, the developer shall provide a copy of the approved DCP to the County Planning and Building Department and shall include the requirements of DCP as notes on all construction plans. The Building Department shall verify that the requirements of the DCP are being implemented during grading inspections.

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.

1. The applicant shall implement all dust control measures in a timely manner during all phases of project development and construction.

2. All material excavated, stockpiled or graded shall be sufficiently watered, treated or covered 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.
3. All areas (including unpaved roads) with vehicle traffic shall be watered or have dust palliative applied as necessary for regular stabilization of dust emissions.
4. 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.
5. All on-site vehicle traffic shall be limited to a speed of 15 mph on unpaved roads.
6. 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.
7. All material transported off-site shall be either sufficiently watered or securely covered to prevent public nuisance.
8. 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.
9. 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.

#### **MM RR-5.3.1c**

To ensure that the project will not result in the significant generation of VOCs, all architectural coatings shall utilize low-VOC paint (no greater than 50g/L VOC). Prior to building permit issuance, the developer shall submit their list of low-VOC coatings to the NSAQMD for review and approval. The developer shall then provide written verification from NSAQMD that all architectural coatings meet NSAQMD thresholds to be considered "low-VOC." Finally, all building plans shall include a note documenting which low-VOC architectural coatings will be used in construction.

Resulting Level of Significance: Less than Significant Impact

#### Findings of Fact:

Finding: Implementation of Mitigation Measure RR-5.3.1a, RR-5.3.1b, and RR-5.3.1c which have been required or incorporated into the Project will reduce this impact to a less than significant level. The Planning Commission (the "Commission") hereby directs that these mitigation measures be adopted. The Commission therefore



finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: The DEIR (p. 5.0-29 through -33) notes “short-term daily construction emissions associated with the Rough and Ready Highway site would not exceed the Level B significance thresholds; however, the Level A significance threshold would be surpassed for NO<sub>x</sub> emissions.” To offset this impact, the DEIR provides mitigation measures consistent with North State Air Quality Management District(NSAQMD) guidance to address generated NO<sub>x</sub> emissions, reduce particulate emissions by suppressing dust, and reduce VOC emissions by requiring the use of low-VOC architectural coatings, thus reducing the impact to a level of insignificance.

- **Impact 5.3.2(RR)** The Rough and Ready project would not result in long-term operational emissions that could violate or substantially contribute to a violation of federal and state standards.

Level of Significance Before Mitigation: Potentially Significant Impact

Mitigation Measure(s):

**MM RR-5.3.2** The project applicant shall obtain an Authority to Construct Permit from NSAQMD for any source of air contaminants that exist after construction that is not exempt from District permit requirements. All requirements of this permit shall be incorporated into standard operating procedure manuals or materials for the project. Prior to issuance of final occupancy, the developer shall submit written proof (i.e. a letter from NSAQMD and a copy of the permit) to the County Planning and Building Department documenting that they have obtained said permit from NSAQMD.

Resulting Level of Significance: Less than Significant Impact

Findings of Fact:

Finding: Implementation of Mitigation Measure RR-5.3.2 which have been required or incorporated into the Project will reduce this impact to a less than significant level. The Planning Commission (the “Commission”) hereby directs that these mitigation measures be adopted. The Commission therefore finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: The DEIR (p. 5.0-34 and -35) notes “daily operational

emissions associated with the Rough and Ready Highway site would not exceed Level A or Level B significance thresholds, and with implementation of mitigation measure MM PV-5.3.2, which would ensure compliance with NSAQMD permitting requirements, operational air quality impacts would be less than significant.

- **Impact 5.4.1** The proposed projects, in combination with existing, approved, proposed, and reasonably foreseeable development in the Mountain Counties Air Basin, would contribute to cumulative increases in emissions of ozone-precursor pollutants (ROG and NO<sub>x</sub>) and PM<sub>10</sub> that could contribute to future concentrations of ozone and PM<sub>10</sub>, for which the region is currently designated nonattainment.

Level of Significance Before Mitigation: Cumulatively Considerable Impact/ Significant Impact

Mitigation Measure(s):

Implement mitigation as follows: Rough and Ready Highway project: Implement mitigation measure **MM RR-5.3.1a**.

Resulting Level of Significance: Less than Cumulatively Considerable Impact

Findings of Fact:

Finding: Implementation of Mitigation Measure RR-5.3.1a which has been required or incorporated into the Project will reduce this impact to a less than significant level. The Planning Commission (the "Commission") hereby directs that this mitigation measure be adopted. The Commission therefore finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: The DEIR (p. 5.0-38 and -39) notes that "due to the county's nonattainment status for ozone and PM<sub>10</sub>, if project-generated emissions of either of the ozone precursor pollutants (i.e., ROG and NO<sub>x</sub>) or PM<sub>10</sub> would exceed NSAQMD-recommended significance thresholds, a proposed project's cumulative impacts would be considered significant, and the project would be inconsistent with the SIP." As discussed under Impact 5.3.1(RR), the Project would result in construction-generated emissions that would surpass the NSAQMD Level A significance threshold for NO<sub>x</sub>. To offset this impact, the DEIR provides mitigation measures consistent with North State Air Quality Management District (NSAQMD) guidance to address generated NO<sub>x</sub> emissions, reduce particulate emissions by suppressing dust, and reduce VOC

emissions by requiring the use of low-VOC architectural coatings, thus reducing the impact to a less than significant level.

### 3. **Biological Resources**

- **Impact 6.3.2(RR)** Implementation of the project-related activities could result in loss of nesting habitat for raptors and other birds protected by the MTBA.

*Level of Significance Before Mitigation:* Potentially Significant Impact

*Mitigation Measure(s):*

#### **MM RR-6.3.2**

If construction is proposed during the breeding season (February–August), a focused survey for raptors and other migratory bird nests shall be conducted within 14 days prior to the beginning of construction activities by a qualified biologist in order to identify active nests on-site. If active nests are found, no construction activities shall take place within 500 feet of the nest until the young have fledged. This 500-foot construction prohibition zone may be reduced based on consultation with and approval by the California Department of Fish and Wildlife. Trees containing nests or cavities that must be removed as a result of project implementation shall be removed during the non-breeding season (late September to January). If no active nests are found during the focused survey, no further mitigation will be required. To the extent feasible, necessary tree removal should occur outside of the typical nesting season to minimize or avoid adverse effects to all nesting birds.

*Resulting Level of Significance:* Less than Significant Impact

*Findings of Fact:*

*Finding:* Implementation of Mitigation Measure RR-6.3.2 which has been required or incorporated into the Project will reduce this impact to a less than significant level. The Planning Commission (the “Commission”) hereby directs that this mitigation measure be adopted. The Commission therefore finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

*Explanation:* The DEIR (p. 6.0-26 and -27) notes “construction activities could cause direct impacts to nesting raptors and migratory birds, if birds are actively nesting during construction. The loss or disturbance of active nests or direct mortality is prohibited by the MBTA and California Fish and Wildlife Code Section 3503.5.” To offset this potential impact, a focused pre-

construction survey is required per MM RR-6.3.2. If active nests are found, construction activities will be prohibited within 500 feet of the nest until the young have fledged and trees containing nests will be removed outside of the nesting season, thus reducing the impact to a less than significant level.

#### 4. Cultural Resources

- **Impact 7.3.2(RR)** Ground-disturbing construction activities associated with development of the Rough and Ready Highway project site could inadvertently damage previously undiscovered archaeological and tribal resources.

*Level of Significance Before Mitigation:* Potentially Significant Impact

*Mitigation Measure(s):*

##### **MM RR-7.3.2**

In the event cultural materials or human remains are discovered during project construction, the construction contractor shall halt work and contact the appropriate agencies. All equipment operators and persons involved in any form of ground disturbance at any phase of project improvements shall be advised of the possibility of encountering subsurface cultural resources. If such resources are encountered or suspected, work shall be halted immediately within 200 feet of the suspected resource and the Nevada County Planning Department shall be contacted. A professional archaeologist shall be retained by the developer and consulted to assess 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 the project.

*Resulting Level of Significance:* Less than Significant Impact

*Findings of Fact:*

*Finding:* Implementation of Mitigation Measure RR-7.3.2 which has been required or incorporated into the Project will reduce this impact to a less than significant level. The Planning Commission (the "Commission") hereby directs that this mitigation measure be adopted. The Commission therefore finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: The DEIR (p. 7.0-17) notes “that no cultural resources are present on the surface of the Rough and Ready Highway project site. However, there is always the possibility that previously unidentified cultural materials could be encountered on or below the surface during construction activities.” To offset this potential impact, protocol to ensure proper treatment of any archaeological or tribal resources discovered during Project construction has been made a part of the Project per MM RR-7.3.2, thus reducing this impact to a less than significant level.

- **Impact 7.3.3(RR)** Ground disturbing construction activities associated with development of the Rough and Ready Highway project site could inadvertently disturb human remains. Compliance with existing regulations would ensure proper management of any discovered human remains.

Level of Significance Before Mitigation: Potentially Significant Impact

Mitigation Measure(s):

Implement mitigation measure **MM RR-7.3.3.**

Resulting Level of Significance: Less than Significant Impact

Findings of Fact:

Finding: Implementation of Mitigation Measure RR-7.3.3 which has been required or incorporated into the Project will reduce these impacts to a less than significant level. The Planning Commission (the “Commission”) hereby directs that these mitigation measures be adopted. The Commission therefore finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: The DEIR (p. 7.0-18) notes that “the proposed project would include ground-disturbing construction activities that could result in the inadvertent disturbance of undiscovered human remains.” To offset this potential impact, protocol to ensure proper management of any human remains discovered during Project construction has been made a part of the Project per MM RR-7.3.2, thus reducing this impact to a less than significant level.

## 5. **Geology and Soils**

- **Impact 8.3.1(RR)** The Rough and Ready Highway project site is located in an area that would be subject to seismic hazards.

Level of Significance Before Mitigation: Potentially Significant Impact

Mitigation Measure(s):

**MM RR-8.3.1a**

Prior to grading permit issuance, the project applicant shall provide a final Geotechnical Engineering Report to the Nevada County Building and Planning Departments that reflects the final site plan. The Building Department shall be responsible for reviewing the final site plan and final Geotechnical Engineering Report to ensure that they are consistent with both local and building code requirements.

**MM RR-8.3.1b**

Prior to grading or building permit issuance, the developer shall include the grading and structural improvement design criteria recommendations of the Final Geotechnical Engineering Report as notes on improvement plans and incorporate those recommended actions into the final project design. The Nevada County Building Department shall verify that the recommendations are being implemented during the plan review and inspection stages of the permit process.

Resulting Level of Significance: Less than Significant Impact

Findings of Fact:

Finding: Implementation of Mitigation Measures RR-8.3.1a and RR-8.3.1b which have been required or incorporated into the Project will reduce this impact to a less than significant level. The Planning Commission (the “Commission”) hereby directs that these mitigation measures be adopted. The Commission therefore finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: The DEIR (p. 8.0-14) notes if not properly designed and constructed in accordance with local and state standards and the recommendations of a site-specific geotechnical study, the site could be affected by seismic ground shaking and seismic-induced ground failure. To offset this potential impact, the final site plan and final Geotechnical Engineering Report shall be consistent with both local and building code requirements and all recommendations of the final Geotechnical Engineering Report shall be included in the Project’s improvement plans per MM RR-8.3.1a and RR-8.3.1b, thus reducing this impact to a less than significant level.

- **Impact 8.3.2(RR)** Development of the Rough and Ready Highway site could result in temporary erosion.



Level of Significance Before Mitigation: Potentially Significant Impact

Mitigation Measure(s):

**MM RR-8.3.2a**

Prior to issuance of grading permits, all grading and improvement plans shall include a note that documents the approved time of year for grading activities. Specifically, no grading shall occur after October 15 or before May 1 unless standard Building Department requirements are met for grading during the wet season.

**MM RR-8.3.2b**

Prior to issuance of grading permits or improvement plans for all project-related grading including road construction and drainage improvements, all plans shall incorporate, at a minimum, the following erosion and sediment control measures, which shall be implemented throughout the construction phase:

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. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared in accordance with California State Water Resources Control Commission (SWRCB) requirements. The SWPPP shall include the implementation of BMPs for Erosion Control, Sediment Control, Tracking Control, Wind Erosion Control, Waste Management and Materials Pollution Control and shall be provided to the Nevada County Planning, Building and Public Works Departments prior to issuance of grading permits or approval of improvement plans.
2. Topsoil that will be used as fill material 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 similar to the surrounding ecosystem.
4. Geo-fabrics, jutes or other mats may be used in conjunction with revegetation and soil stabilization.

Resulting Level of Significance: Less than Significant Impact

Findings of Fact:

Finding: Implementation of Mitigation Measure RR-8.3.2a and RR-8.3.2b which have been required or incorporated into the Project will reduce this impact to a less than significant level. The Planning Commission (the “Commission”) hereby directs that these mitigation measures be adopted. The Commission therefore finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: The DEIR (p. 8.0-15) notes “grading, excavation, removal of vegetation cover, and loading activities associated with construction at the Alta Sierra site could temporarily increase soil erosion by water or wind.” To offset this potential impact, measures to prevent erosion have been made a part of the Project per MM RR-8.3.2a and RR-8.3.2b, thus reducing this impact to a less than significant level. These measures include restricting grading activities to the non-rainy season and incorporating numerous erosion and sediment control measures into all Project plans.

- **Impact 8.3.3(RR)** The Rough and Ready Highway site may include soils that may be subject to expansion potential.

Level of Significance Before Mitigation: Potentially Significant Impact

Mitigation Measure(s):

Implement mitigation measures **MM RR-8.3.1a** and **MM RR-8.3.1b**.

Resulting Level of Significance: Less than Significant Impact

Findings of Fact:

Finding: Implementation of Mitigation Measures RR-8.3.1a and RR-8.3.1b which have been required or incorporated into the Project will reduce these impacts to a less than significant level. The Planning Commission (the “Commission”) hereby directs that this mitigation measure be adopted. The Commission therefore finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: The DEIR (p. 8.0-16 and -17) notes that the Aiken loam soils have moderate expansion potential, which could pose a hazard.” To offset this potential impact, requirements to ensure that all recommendations of the final Geotechnical Engineering Report are included in the Project’s improvement plans have been made a part of the Project per MM RR-8.3.1b, thus reducing this impact to

a less than significant level.

6. **Hazards and Hazardous Materials**

- **Impact 10.3.2(RR)** Development of the Rough and Ready Highway site would involve activities that have the potential to encounter hazardous materials.

Level of Significance Before Mitigation: Potentially Significant Impact

Mitigation Measure(s):

**MM RR-10.3.2a**

The County shall ensure any grading or improvement plan or building permit includes a condition that if hazardous materials contamination is discovered or suspected during construction activities, all work shall stop immediately and the construction contractor shall notify the County for direction. Signs of potential hazardous materials contamination may include stained soils, discolored or oily, previously unknown underground storage tanks, foul odors, etc. Work shall not resume until a qualified professional has determined an appropriate course of action such as investigation, remediation, or other method to control the potential for hazardous materials contamination to pose a human health or environmental risk. The County shall be responsible for appropriate notification of regulatory agencies such as the Central Valley RWQCB and/or DTSC, as applicable.

**MM RR-10.3.2b**

A survey for asbestos-containing building materials, lead-based paint, polychlorinated biphenyl, or other potentially hazardous building materials shall be conducted prior to initiation of demolition or reconstruction of the existing buildings. The results of the survey shall be provided to the Nevada County Building Department prior to any work on the building. If hazardous building materials are present at levels that require special handling and/or disposal, removal of the materials shall be completed by qualified professionals in accordance with applicable laws and regulations (including Northern Sierra Air Quality Management District requirements) prior to any activity that would involve demolition or renovation.

Resulting Level of Significance: Less than Significant Impact

Findings of Fact:

Finding: Implementation of Mitigation Measure RR-10.3.2a and RR-10.3.2b which has been required or incorporated into the Project will reduce these impacts to a less than significant level. The Planning Commission (the "Commission") hereby directs that these mitigation measures be adopted. The Commission therefore finds

that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: The DEIR (p. 10.0-15 and -16) notes “it is possible a UST or contamination not previously found could be encountered during ground-disturbing activities.” To offset this impact protocol to ensure management of any hazardous materials discovered on the site and a requirement for a survey for hazardous building materials prior to demolition have been made a part of the Project per MM RR-10.3.2a and RR-10.3.2b, thus reducing this impact to a less than significant impact.

- **Impact 10.3.4(RR)** Development of the Rough and Ready Highway site would result in a new building in a very high fire hazard severity zone.

Level of Significance Before Mitigation: Potentially Significant Impact

Mitigation Measure(s):

**MM RR-10.3.4**

Prior to issuance of a grading and building permits for the project, the County shall ensure the following is completed:

1. An automatic fire sprinkler and alarm system approved by the Nevada County Consolidated Fire District shall be included in project design.
2. All improvements to achieve 1,500 gallons per minute fire flow shall be completed prior to any building materials stored on-site. Written verification of adequate fire flow, based on an actual flow test, shall be provided to the Nevada County Consolidated Fire District.
3. The applicant shall install a 48,000-gallon water storage tank. Prior to installation, the applicant shall provide a plan to the Nevada County Consolidated Fire District for review and approval that demonstrates how the tank integrates with the Nevada Irrigation District system to ensure adequate fire flow.
4. If it is determined through flow-testing that the three fire hydrants within 500 feet of the project site are insufficient to meet fire flow requirements, additional on-site hydrants will be required and shall be subject to review and approval by the Nevada County Consolidated Fire District.
5. The post-indicator valve and fire department connection for the fire sprinkler system should be installed near the fire hydrant located near the northwest corner of the property. Other locations may be proposed; however, they may require the addition of an on-site hydrant, subject to approval by the Nevada County Consolidated Fire District.

Resulting Level of Significance: Less than Significant Impact

Findings of Fact:

Finding: Implementation of Mitigation Measure RR-10.3.4 which has been required or incorporated into the Project will reduce this impact to a less than significant level. The Planning Commission (the “Commission”) hereby directs that this mitigation measure be adopted. The Commission therefore finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: The DEIR (p. 10.0-17 and -18) notes “the proposed Project would not increase wildland fire hazard risk, but there is the potential for a fire” and adequate water volume and flow must be provided. To offset this potential impact, requirements to ensure that the Project meets the Nevada County Consolidated Fire District’s fire flow requirements were made a part of the Project per MM RR-10.3.4, thus reducing this impact to a less than significant level.

- **Impact 10.4.1** Implementation of the proposed projects, in combination with existing, approved, proposed, and reasonably foreseeable development in nearby areas of Nevada County, would not contribute to cumulative hazards and hazardous materials impacts.

Level of Significance Before Mitigation: Cumulatively Considerable Impact/ Potentially Significant Impact

Mitigation Measure(s):

Implement mitigation as follows:

Rough and Ready Highway project: Implement mitigation measures **MM RR-10.3.2a** and **MM RR-10.3.2b**.

Resulting Level of Significance: Less than Cumulatively Considerable Impact

Findings of Fact:

Finding: Implementation of Mitigation Measures RR-10.3.2a and RR-10.3.2b which have been required or incorporated into the Project will reduce this impact to a less than significant level. The Planning Commission (the “Commission”) hereby directs that these mitigation measures be adopted. The Commission therefore finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: The DEIR (p. 10.0-19 and -20) notes “demolition

activities at the Rough and Ready Highway site could disturb ACM or LBP. To offset this impact, protocol to ensure management of any hazardous materials discovered on the site and a requirement for a survey for hazardous building materials prior to demolition have been made a part of the Project per MM RR-10.3.2a and RR-10.3.2b, thus reducing this impact to a less than significant impact.

## 7. Hydrology and Water Quality

- **Impact 11.3.1(RR)** Development of the Rough and Ready Highway site would result in an increase in the rate and amount of stormwater runoff and would contribute urban pollutants to stormwater runoff.

*Level of Significance Before Mitigation:* Potentially Significant Impact

### *Mitigation Measure(s):*

#### **MM RR-11.3.1a**

The construction and grading permits shall comply with the applicable NPDES regulations. Prior to grading permit issuance, obtain a General Permit for Storm Water Discharges Associated with the construction activity and provide a copy of the permit to the County Planning, Building and Public Works Departments. Grading plans shall include verification that an NPDES permit, issued by the State Water Resources Commission, has been issued for this project. To protect water quality, the contractor shall implement standard Best Management Practices during and after construction. These measures include, but are not limited to, the following:

1. At no time shall heavy equipment operate in flowing water.
2. Disturbed areas shall be graded to minimize surface erosion and siltation; bare areas will be covered with mulch; cleared areas will be revegetated with locally native erosion control seed mix.
3. The contractor shall exercise every reasonable precaution from adding pollution to offsite waterways with fuels, oils, bitumen, calcium chloride, and other harmful materials. Construction byproducts and pollutants such as oil, cement, and washwater shall be prevented from discharging into the offsite drainages and shall be collected and removed from the site.
4. Erosion control measures shall be applied to all disturbed slopes. No invasive non-native grasses shall be used for erosion control, such as velvet grass or orchard grass. A combination of rice straw wattles, a mulch of native straw or certified weed-free straw, and a planting of native plant species is recommended.
5. Silt fencing (or filter fabric) shall be used to catch any short-term erosion or sedimentation that may inadvertently occur. Silt-fencing should be installed well above the offsite drainages and extend beyond the construction zone if necessary. The use of standard straw is prohibited to avoid introduction of noxious weeds, such as star thistle.

6. To minimize water quality impacts to Upper Rough and Ready Ditch or other offsite drainages (e.g., Deer Creek) after the project is complete, no direct discharge of runoff from newly constructed impervious surface will be allowed to flow directly to the drainage. Runoff from surfaces should be directed through storm water interceptors constructed at discharge points. These interceptors will remove oil, sediment, and other pollutants that might otherwise flow to downstream waterways.

#### **MM RR-11.3.1b**

Surface Drainage. The following measures shall be required to reduce surface water drainage patterns, unless alternatives are approved that are recommended by the project's geotechnical engineers, the California Regional Water Quality Control Board or the Department of Public Works that will provide substantially the same or better management of surface drainage:

1. Slope final grade adjacent to structural areas so that surface water drains away from building pad finish subgrades at a minimum 2 percent slope for a minimum distance of 10 feet. Where interior slabs-on-grade are proposed, the exterior subgrade must have a minimum slope of 4 percent away from the structure for a minimum distance of 10 feet. Additional drainage and slab-on-grade construction recommendations are provided in a geotechnical engineering report outlined in mitigation measure MM RR-8.3.1b.
2. Compact and slope all soil placed adjacent to building foundations such that water is not retained to pond or infiltrate. Backfill should be free of deleterious material.
3. Direct rain-gutter downspouts to a solid collector pipe which discharges flow to positive drainage and away from building foundations.

#### **MM RR-11.3.1c**

Drainage Facilities. Drainage facilities for this project shall utilize County Standard Plans and Specifications and be designed by a registered civil engineer. Onsite storm drainage facilities shall be constructed in compliance with the design and analysis provided in the project specific Drainage Report prepared by TTG Engineers dated March 2016, and Sheet C2 date stamped June 24, 2016, which is to be kept on file with the Planning Department. Additionally, measures shall be incorporated into the improvement plans that reduce the offsite drainage flows to pre-project conditions as any additional net increase in stormwater runoff from the project site is prohibited. Features shall also be incorporated into the plans that minimize the discharge of pollutants in conformance with General Plan Policy 11.6A, which include, but is not limited to, the use of curbs and gutters, and the use of oil, grease and silt traps. County engineering staff shall review future construction plans to verify that the final design meet the requirements of this mitigation measure.



Resulting Level of Significance: Less than Significant Impact

Findings of Fact:

Finding: Implementation of Mitigation Measure RR-11.3.1a, RR-11.3.1b and RR-11.3.1c which have been required or incorporated into the Project will reduce this impact to a less than significant level. The Planning Commission (the “Commission”) hereby directs that these mitigation measures be adopted. The Commission therefore finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: The DEIR (p. 11.0-17 through -20) notes “development of the Rough and Ready Highway site would result in an increase in the rate and amount of stormwater runoff and would contribute urban pollutants to stormwater runoff.” To offset this potential impact measures to ensure compliance with the applicable NPDES regulations as well as additional requirements to reduce alterations to surface water drainage patterns and ensure proposed drainage facilities meet County standards were made a part of the Project per MM RR-11.3.1a through RR-11.3.1c, thus reducing this impact to a less than significant level.

8. Noise

- **Impact 13.3.1(RR)** The proposed project could expose sensitive receptors to stationary sources of noise in excess of established standards.

Level of Significance Before Mitigation: Potentially Significant Impact

Mitigation Measure(s):

**MM RR-13.3.1a**

Prior to approval of improvements plans, the project design shall be revised to replace the solid privacy fence along the western and southern site boundaries with a 6-foot-high wall constructed of CMU or similar material.

**MM RR-13.3.1b**

To ensure project operational noise levels do not exceed the County’s Noise Standards, the project shall be conditioned to limit all truck deliveries to the Rough and Ready Highway project site to between the daytime hours of 7:00 a.m. and 7:00 p.m. Store management shall be educated regarding these restricted delivery hours and a small non-illuminated sign not to exceed 4 square feet shall be posted in the delivery loading and unloading area outlining these restrictions. Prior to issuance of final occupancy, the Planning Department shall perform a site visit to ensure this mitigation

measure has been implemented.

Resulting Level of Significance: Less than Significant Impact

Findings of Fact:

Finding: Implementation of Mitigation Measure RR-13.3.1 and RR-13.3.1b which have been required or incorporated into the Project will reduce this impact to a less than significant level. The Planning Commission (the “Commission”) hereby directs that these mitigation measures be adopted. The Commission therefore finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: The DEIR (p. 13.0-18 through -20) notes evening and nighttime truck delivery noise levels at the Rough and Ready Highway site are predicted to exceed the County’s evening and nighttime noise level standards. To offset this impact, the Project will be conditioned to construct a CMU wall along the western and southern site boundaries instead of the proposed solid privacy fence and to limit all truck deliveries to the site to between the daytime hours of 7:00 a.m. and 7:00 p.m. per MM RR-13.3.1, thus reducing this impact to a less than significant level.

- **Impact 13.3.2(RR)** Project construction would result in a temporary increase in ambient noise levels in the vicinity of the Rough and Ready Highway project site.

Level of Significance Before Mitigation: Potentially Significant Impact

Mitigation Measure(s):

**MM RR-13.3.2**

The project applicant shall ensure through contract specifications that construction best management practices (BMPs) are implemented by contractors to reduce construction noise levels. Contract specifications shall be included in the construction document, which shall be reviewed by the County prior to issuance of a grading or building permit (whichever is issued first). The construction BMPs shall include the following:

- Construction shall be limited to the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday. No construction is permitted on Saturdays, Sundays, or legal holidays.
- Ensure that construction equipment is properly muffled according to industry standards and is in good working condition.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.

- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the County or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.

Resulting Level of Significance: Less than Significant Impact

Findings of Fact:

Finding: Implementation of Mitigation Measure RR-13.3.2 which has been required or incorporated into the Project will reduce this impact to a less than significant level. The Planning Commission (the “Commission”) hereby directs that this mitigation measure be adopted. The Commission therefore finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: The DEIR (p. 13.0-20 and -21) notes “construction activities could result in a temporary increase in ambient noise levels in the vicinity.” To offset this potential impact, construction best management practices (BMPs) were made part of the Project per MM RR-13.3.2. These BMPs include limiting hours of construction activities, muffling equipment, locating equipment far from sensitive receptors, and turning equipment off when not in use. Implementation of these measures would reduce this impact to a less than significant impact.

9. Public Services and Utilities

- **Impact 14.3.5(RR)** Construction and operation of the proposed Rough and Ready Highway project would generate solid waste requiring collection and disposal services.

Level of Significance Before Mitigation: Potentially Significant Impact

Mitigation Measure(s):

**MM RR-14.3.5**

Prior to issuance of grading or building permits the following shall be included as a Note on those plans: Toxic waste materials (ammunition, asbestos, biohazards, compressed gas cylinders, explosives, radioactive materials, treated wood waste, and medications) are not accepted at the McCourtney Road Transfer Station and if encountered during construction, shall be properly disposed of in compliance with existing regulations and at appropriate facilities. The County Department of Public Works-Solid Waste Division (organic waste) and Environmental Health Department (industrial toxic waste) are the local agencies with oversight over the disposal of these materials. Should the developer encounter these materials during grading or construction activities, the developer shall consult with these agencies to determine the appropriate methods for disposal and the appropriate facilities where these materials can be disposed.

Resulting Level of Significance: Less than Significant Impact

Findings of Fact:

Finding: Implementation of Mitigation Measure RR-14.3.5 which has been required or incorporated into the Project will reduce this impact to a less than significant level. The Planning Commission (the "Commission") hereby directs that this mitigation measure be adopted. The Commission therefore finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: The DEIR (p. 14.0-34 and -35) notes "construction and operation of the Project would generate solid waste requiring collection and disposal" potentially including hazardous waste materials which are not accepted at the McCourtney Road Transfer Station. To offset this potential impact a note on Project grading or building plans will be added stating that hazardous waste materials are not accepted at the transfer station and must be disposed of at an appropriate alternative facility consistent with existing regulations per MM RR-14.3.5, thus reducing this impact to a less than significant level.

**10. Traffic and Transportation**

- **Impact 15.3.1(RR)** Implementation of the proposed Rough and Ready Highway project would increase vehicular traffic on the local roadway system, potentially degrading intersection operations.

Level of Significance Before Mitigation: Potentially Significant Impact

Mitigation Measure(s):

### **MM RR-15.3.1**

Occupation or operation of the Rough and Ready Highway project site shall not occur until such time that the traffic signal at the intersection of Rough and Ready Highway and Ridge Road is installed. If the improvements are constructed by the project applicant, they shall be subject to review by the Public Works Department and will be eligible for reimbursement or fee credits for costs that exceed the project's fair share. If the improvements at this intersection are constructed by the County or by others, payment of the fair share fees are adequate to satisfy the project's obligation toward this improvement.

Resulting Level of Significance: Less than Significant Impact

Findings of Fact:

Finding: Implementation of Mitigation Measure RR-15.3.1 which has been required or incorporated into the Project will reduce this impact to a less than significant level. The Planning Commission (the "Commission") hereby directs that this mitigation measure be adopted. The Commission therefore finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: The DEIR (p. 15.0-32 and -22) notes the Project "would increase vehicular traffic on the local roadway system, potentially degrading intersection operations. To offset this impact, installation of a traffic signal at the intersection of Rough and Ready Highway and Ridge Road is required prior to occupation or operation of the Project per MM RR-15.3.1, thus reducing this impact to a less than significant impact.

- **Impact 15.3.2(RR)** Development of the Rough and Ready Highway project site as proposed could introduce incompatible uses that could affect safety on roadways in the and could negatively affect emergency access in the project vicinity.

Level of Significance Before Mitigation: Potentially Significant Impact

Mitigation Measure(s):

### **MM RR-15.3.2a**

No objects or vegetation within the site's frontage along Rough and Ready Highway shall exceed the maximum height of 18 inches to ensure clear line of sight. The project applicant shall perform brush clearing and tree trimming within this area in consultation with the Nevada County Public Works Department prior to project operation and shall obtain a standard

encroachment permit from the County prior to initiating work within the public right-of-way.

**MM RR-15.3.2b**

Unless and until Rough and Ready Highway is designated a STAA Route, STAA delivery trucks shall be prohibited from accessing the project site.

Resulting Level of Significance: Less than Significant Impact

Findings of Fact:

Finding: Implementation of Mitigation Measures RR-15.3.2 and RR-15.3.2b which have been required or incorporated into the Project will reduce this impact to a less than significant level. The Planning Commission (the “Commission”) hereby directs that these mitigation measures be adopted. The Commission therefore finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: The DEIR (p. 15.0-35 and -36) notes that adequate site distance would be provided both west and east of the Project site; however, objects in the restricted use areas that exceed the maximum height of 18 inches could block a clear line of sight for vehicles exiting the site. The DEIR further notes “Rough and Ready Highway has not been determined to safely accommodate trucks depicted in the proposed plan for the Project” (STAA trucks). To offset this impact, restrictions on the height of objects and vegetation along the Project site’s frontage area requirements for regular brush clearing and trimming of trees along the frontage area, and a prohibition of the use of STAA delivery trucks at the site were made part of the Project per MM RR-15.3.2a and RR-15.3.2b thus reducing this impact to a less than significant level.

- **Impact 15.3.5(RR)** Construction of the Rough and Ready Highway project site would have no substantial effects on pedestrian, bicycle, or transit circulation in the study area.

Level of Significance Before Mitigation: Potentially Significant Impact

Mitigation Measure(s):

**MM RR-15.3.5**

Prior to the issuance of a grading permit for the Rough and Ready Highway project site, a Construction Traffic Control Plan (CTCP) shall be submitted for review and approval by the Nevada County Public Works Department. The CTCP shall include a schedule of construction and anticipated methods of handling traffic during construction activities to ensure the safe flow of

traffic, pedestrian/bicycle crossing, and adequate emergency access, including maintaining an open lane for motorized and non-motorized travel at all times. All traffic control measures shall conform to County and Caltrans standards, as applicable.

Resulting Level of Significance: Less than Significant Impact

Findings of Fact:

Finding: Implementation of Mitigation Measure RR-15.3.5 which has been required or incorporated into the Project will reduce this impact to a less than significant level. The Planning Commission (the "Commission") hereby directs that this mitigation measure be adopted. The Commission therefore finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: The DEIR (p. 15.0-37 and -38) notes that while construction traffic associated with the Project "would be short-term and the anticipated trips would not be of such a volume that they could affect intersection operations on local roadways, it could create a temporary inconvenience to the residents on Little Valley Road." To offset this impact, a requirement to submit a Construction Traffic Control Plan (CTCP) for County review and approval was made part of the Project per MM RR-15.3.5, thus reducing this impact to a less than significant level.

- **Impact 15.6.1(RR)** When considered with existing, proposed, planned, and approved development in the region, implementation of the proposed Rough and Ready Highway project would contribute to cumulative traffic volumes that result in impacts to level of service and operations.

Level of Significance Before Mitigation: Cumulatively Considerable Impact/ Significant Impact

Mitigation Measure(s):

Implement mitigation measure **MM RR-5.3.1**.

Resulting Level of Significance: Less than Cumulatively Considerable Impact

Findings of Fact:

Finding: Implementation of Mitigation Measure RR-5.3.1 which has been required or incorporated into the Project will reduce this impact to a less than significant level. The Planning Commission (the "Commission") hereby directs that this mitigation measure be



adopted. The Commission therefore finds that changes or alterations have been required in or incorporated into the Project that avoid the potentially significant environmental effect as identified in the DEIR.

Explanation: The DEIR (p. 15.0-45) notes that with the addition of Project traffic, the intersection of Rough and Ready Highway and Ridge Road would operate at unacceptable levels in the AM and PM peak hours, thus contributing to cumulative traffic volumes. To offset this impact, installation of a traffic signal at the intersection of Rough and Ready Highway and Ridge Road is required prior to occupation or operation of the Project per MM RR-15.3.1, thus reducing the Project's contribution to this impact to a less than cumulatively considerable level.

#### **IV. Findings and Recommendations Regarding Significant and Unavoidable Environmental Impacts and Mitigation Measures**

A detailed analysis of the potential environmental impacts and the proposed mitigation measures for the Alta Sierra Dollar General Project is set forth in Chapters 4.0 through 15.0 of the DEIR, as incorporated into the FEIR. The Planning Commission concurs with the conclusions in the DEIR, as incorporated into the FEIR, that: (i) changes or alterations have been required, or incorporated into, the project which avoid or substantially lessen many of the significant environmental effects identified in the DEIR; and (ii) specific economic, legal, social, technological, or other considerations make it infeasible to substantially lessen or avoid the remaining significant impacts.

##### **1. Aesthetics**

- **Impact 4.3.1(RR):** Development of the Rough and Ready Highway project site as proposed would maintain the existing commercial use but at a greater scale. Given the rural residential character of the surrounding area this conversion would be considered to substantially degrade the visual character of the project area.

Level of Significance Before Mitigation: Significant Impact

Mitigation Measure(s):  
None available.

Resulting Level of Significance: Significant and Unavoidable

Findings of Fact:

Finding: There are no feasible mitigation measures available to reduce this impact to a less than significant level and is considered a significant and unavoidable impact.

Should the Commission elect to approve this project, the Commission must conclude that the Project's benefits outweigh the significant unavoidable impacts of the Project as set forth in the Statement of Overriding Considerations.

Explanation: The DEIR (p. 4.0-35) notes "development of the Rough and Ready Highway project site as proposed would maintain the existing commercial use but at a greater scale. Given the rural residential character of the surrounding area, this conversion would be considered to substantially degrade the visual character of the project area." There are no feasible mitigation measures; thus, the impact remains significant and unavoidable.

- **Impact 4.4.3(RR):** The Rough and Ready Highway project site is located in an area dominated by rural residential development and open space. Cumulative development in the area would substantially alter the existing visual character of the area and generate substantial new light or glare.

Level of Significance Before Mitigation: Cumulatively Considerable Impact/Significant Impact

Mitigation Measure(s):  
None Available

Resulting Level of Significance: Cumulatively Considerable Impact/Significant and Unavoidable Impact

Findings of Fact:

Finding: There are no feasible mitigation measures available to reduce this impact to a less than significant level and is considered a significant and unavoidable impact. There are no feasible mitigation measures available to reduce this impact to a less than significant level and is considered a significant and unavoidable impact.

Should the Commission elect to approve this project, the Commission must conclude that the Project's benefits outweigh the significant unavoidable impacts of the Project as set forth in the Statement of Overriding Considerations.

Explanation: The DEIR (p. 4.0-52) notes the Project site "is located in an area dominated by rural residential development and open

space. Cumulative development in the area would substantially alter the existing visual character of the area and generate substantial new light or glare.” As discussed in Impact 4.3.1(RR), there are no feasible mitigation measures; thus this impact remains significant and unavoidable.

## 2. Land Use and Planning

- **Impact 12.3.2(RR):** Development of the Rough and Ready Highway site as proposed would be consistent with applicable land use plans, policies and regulations, but would not be compatible with the surrounding uses.

Level of Significance Before Mitigation: Significant Impact

Mitigation Measure(s):

Implement mitigation measures **MM RR-4.3.2** and **MM RR-13.3.1**.

Resulting Level of Significance: Significant and Unavoidable Impact

Findings of Fact:

Finding: Implementation of Mitigation Measures RR-4.3.2 and RR-13.3.1 which have been required or incorporated into the Project will help to offset the land use compatibility impacts at the Project site. However, even with these mitigation measures the proposed development would not be compatible with the surrounding residential uses and is considered a significant and unavoidable impact.

Should the Commission elect to approve this project, the Commission must conclude that the Project’s benefits outweigh the significant unavoidable impacts of the Project as set forth in the Statement of Overriding Considerations.

Explanation: The DEIR (p. 12.0-15 and -16) notes “the proposed Rough and Ready Highway project would not result in any conflicts with applicable land use plans, policies, or regulations. However, due to the size and scale of the development, it would not be compatible with the surrounding residential uses. To offset this impact, Project lighting would be restricted to avoid light trespass on surrounding properties per MM RR-4.3.2 and delivery noise levels would be restricted during the sensitive nighttime hours per MM RR-13.3.1. However, these measures would not “reduce the building’s prominence in a predominantly residential neighborhood. Thus, this impact remains significant and unavoidable.

## V. Findings Regarding Project Alternatives

### A. Basis for Alternatives Feasibility Analysis

The Project would result in three significant and unavoidable impacts, both of which can be substantially lessened, though not avoided, through implementation of feasible mitigation measures adopted in connection with the Project. Those impacts are:

1. **Impact 4.3.1(RR):** Development of the Rough and Ready Highway project site as proposed would maintain the existing commercial use but at a greater scale. Given the rural residential character of the surrounding area this conversion would be considered to substantially degrade the visual character of the project area.
2. **Impact 4.4.3(RR):** The Rough and Ready Highway project site is located in an area dominated by rural residential development and open space. Cumulative development in the area would substantially alter the existing visual character of the area and generate substantial new light or glare.
3. **Impact 12.3.2(RR):** Development of the Rough and Ready Highway site as proposed would be consistent with applicable land use plans, policies and regulations, but would not be compatible with the surrounding uses.

Under CEQA, where a significant impact can be substantially lessened (i.e. mitigated to an acceptable level) by adoption of mitigation measures, the agency has no obligation to consider the feasibility of project alternatives with respect to those impacts, even if an alternative would mitigate the impact to a greater degree than the proposed project. Basically, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant impacts that would otherwise occur. Project modifications or alternatives are not required; however, where such changes are considered infeasible or where the responsibility for modifying the project lies with some other agency (CEQA Guidelines 15091).

As is evident from the text of the EIR, all but the three impacts identified above for the Rough and Ready Highway Dollar General Project have been mitigated to a level of less than significant. These three impacts, although substantially lessened through implementation of mitigation measures, remain significant and unavoidable.

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects" (CEQA Guidelines Sections 15093, 15043, subd. (b); see also Public Resources Code Section 21081, subd. (b)). The California Supreme Court has stated, "[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound

discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.” (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 576) Therefore, the Planning Commission, in considering the four alternatives identified in the DEIR and these findings, must consider whether any alternatives are environmentally superior with respect to those impacts, and then determine whether the alternatives are feasible. If the Planning Commission determines that no alternative is both feasible and environmentally superior with respect to the unavoidable significant impacts identified above, then the Planning Commission may approve the project as mitigated after adopting a Statement of Overriding Considerations.

Under CEQA, “feasible” means capable of being accomplished in a successful manner within the reasonable period of time, taking into account economic, environmental, legal, social, and technological factors (CEQA Guidelines 15364). The concept of feasibility permits an agency’s decision-makers to consider whether an alternative is able to meet some or all of the projects objectives. In addition, the definition of “feasibility” encompasses “desirability” to the extent that an agency’s determination of infeasibility represents a reasonable balancing of competing economic, environmental, social, and technological factors supported by evidence.

## **B. Alternatives Considered**

The Final EIR identified and compared the significant environmental impacts of the Project alternatives listed below in accordance with the provisions of the CEQA Guidelines Section 15126.6. The following Project alternatives were evaluated:

- **Alternative 1a – No Project/No Build Alternative.** CEQA Guidelines Section 15126.6(e)(1) requires that a No Project Alternative be analyzed. If the No Project Alternative were implemented, the proposed Project would not be constructed and the site would remain in its current condition.
- **Alternative 1b – No Project/Other Commercial Development Alternative.** Under Alternative 1b, the analysis assumes each Project site could be developed with another use consistent with each site’s existing General Plan land use designation and zoning. The County has not received an application for any other type of development, and if an application for a different project were submitted for a Project site, environmental review pursuant to CEQA would be required. The impacts of any other type of project would be speculative. The purpose of considering this alternative is to illustrate the general types of potential environmental impacts that might be associated with a different type of development for disclosure and informational purposes only. This analysis is also included to be responsive to comments on the Notice of Preparation (NOP) suggesting that uses other than the proposed Projects should be considered for the sites.

- **Alternative 2 – Reduced Project Alternative.** Under Alternative 2, the size of each store would be reduced from 9,100 square feet to approximately 7,200 square feet<sup>1</sup> and the height of the building would be less than the proposed stores. It is also assumed that the reduction in building size, and thus store inventory, would result in a corresponding reduction in daily patrons at the stores. Under this scenario, fewer parking spaces would be required, which would reduce the amount of paved parking area required.
- **Alternative 3 – Off-Site Alternative.** CEQA Guidelines Section 15126.6(f)(2) addresses the evaluation of alternative locations for proposed Projects as part of an EIR alternatives analysis. This discussion falls under the guidelines' explanation of the "rule of reason" governing the selection of an adequate range of alternatives for evaluation in the EIR. The key question concerning the consideration of an alternative location to the proposed projects is whether any of the significant effects identified for a given project would be avoided or substantially lessened by putting the project in another location. It should be noted that the County is not proposing development at any of the alternative sites but the alternative is included to demonstrate how development on a different site could potentially reduce identified project impacts.

These four alternatives were determined to be an adequate range of reasonable alternatives as required under CEQA Guidelines Section 15126.6 (DEIR, p. 16.0-2). The environmental impacts of each of these alternatives are identified and compared with the "significant" and "potentially significant" impacts resulting from the Project. That comparison is shown on Table 16.0-1 starting on DEIR page 16.0-4. Also, in that same section the "environmentally superior" alternative is identified (DEIR, page 16.0-3).

In addition, the Project identified the following Project Objectives (DEIR, page 2.0-11):

- Expand and provide new retail options in close proximity to local consumers by providing shopping opportunities in a safe and secure environment.
- Enhance the commercial retail offerings in Nevada County.
- Develop each commercial development in a way that is compatible in design with the surrounding neighborhood.
- Provide commercial developments that serve the local market area for each development in Nevada County.

### **C. Alternatives Analysis**

The Commission finds that the range of alternatives studied in the EIR along with recognition of the Project Objectives reflects a reasonable attempt to identify and evaluate various types of alternatives that would potentially be capable of reducing the Project

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<sup>1</sup> 7,200 square feet is the size of a conventional or standard store: <http://supermarketnews.com/retail-amp-financial/dollar-general-boosts-store-size>.

environmental impacts, while accomplishing most of the Project Objectives. The Planning Commission recognizes that the project area is designated for commercial development but is developed with rural residential uses on smaller lots. A development of this size and scale would not be compatible visually with the existing character of the area as the result of new light and glare nor would it be consistent with the surrounding neighborhood character of the site and surrounding area.

The Commission is required to determine whether any alternative identified in the EIR is environmentally superior with respect to the project impacts that cannot be reduced to less than significant through mitigation measures. As described above, there are three impacts that cannot be mitigated to less than significant. The Commission finds that each of these three significant and unavoidable impacts would still occur under each of the alternatives evaluated.

The following summarizes each of the Project alternatives and Project objectives that were evaluated to determine feasibility:

**Alternative 1a (No Project)**

CEQA Guidelines Section 15126.6(e)(1) requires that a No Project Alternative be analyzed. If the No Project were implemented, the Project would not be constructed and the site would remain in its current condition. This alternative assumes that the Project area would generally remain in its existing state and would not be subject to any new development. Existing uses on the project site would continue and no new structures would be constructed.

This alternative would not meet any of the Project Objectives and provides no economic benefits to the County. The Project Objectives are based on development of a commercial retail development on this site to expand and enhance retail shopping opportunities and serve the local community. If any level of development did occur on this property, the same impacts identified above would also occur because the baseline condition in the region will not change with or without the project. The Planning Commission thus considers this alternative undesirable, unreasonable, infeasible and inconsistent with the Project Objectives.

**Alternative 1b (No Project/Other Commercial Development Alternative)**

Under Alternative 1b, the current C1 zoning at the Rough and Ready Highway site, the parcel size and County site development standards (which would limit building size), the following uses to be developed upon County approval of a use permit or development permit could consist of: auto repair in an enclosed structure, bar, building supply sales and storage, car wash, fitness center, kennel (commercial), medical support services (e.g., ambulance, laboratory), retail plant nursery, offices and services, restaurants (including fast food), retail sales (this category applies to the proposed project), service station, or veterinary hospital/clinic.

If any of these other types of commercial uses were developed, they would require site preparation, including tree removal and grading. Construction activities would generate air

and GHG emissions and would temporarily increase noise levels. Impacts on biological resources and cultural resources would be the same as with the proposed Project because there would be ground disturbance. Hydrology and water quality (drainage) impacts would be similar to the proposed Project because new impervious surfaces would generate stormwater runoff. Aesthetics impacts would depend on the type of use and building. It should be noted that C1 zoning allows building heights of 45 feet or three stories. The proposed project building is proposed at approximately 27 feet high at its maximum point (roof parapet). Regardless of the type of use, there would be a permanent change in the site's visual character.

Different land uses have different trip generation rates. Some uses could result in more trips than the proposed Project, while some could result in fewer trips. Trucks could also make deliveries to the site, depending on the use, and the type of trucks and frequency of delivery would also depend on the use. Any occupied use on the site would require a septic system and connection to public water service. Noise levels during operation may be more or less than with the proposed project. For example, a car wash or auto repair shop could generate periodic noise from equipment, but an office-type use likely would not.

The No Project/Other Commercial Development Alternative is not expected to result in environmental impacts or mitigation measures that differ substantially from those of the proposed project. Depending on the use and scale of the proposed alternative project, the significant and unavoidable aesthetic and land use compatibility impacts, including the cumulatively considerable aesthetics and land use compatibility impact, may or may not be reduced; however, any development of the site consistent with the existing zoning and site development standards will significantly alter its visual character and cumulatively impact the visual character of the neighborhood and is therefore unlikely to reduce significant and unavoidable impacts to a less than significant level. Depending on the use, Alternative 1b could meet some of the Project's Objectives related to developing commercial sites in a way that is compatible in design with the surrounding neighborhood and providing developments that serve the local market area for the development, but may not meet Project Objectives related to enhancing commercial retail opportunities and expanding new retail options in close proximity to local consumers.

In summary, since this alternative does not reduce the cumulatively considerable impacts to less than significant and does not meet some of the Project Objectives the Planning Commission rejects Alternative 1b as undesirable, infeasible, and inconsistent with the Project Objectives.

#### **Alternative 2 (Reduced Project Alternative)**

##### **Environmental Impacts That Would Be Reduced Compared to the Proposed Project**

A smaller project footprint could reduce the amount of ground disturbance, which could result in fewer construction-related impacts such as grading, air and GHG emissions, and noise.

Impacts on biological resources and cultural resources would be less than with the proposed project because it is assumed there would be less ground disturbance needed to



accommodate the building and associated improvements, such as parking. However, grading and other site improvements such as grading, new lighting and glare would still be required.

Hydrology and water quality (drainage) impacts would be reduced compared to the proposed project because there would be less impervious surface generating stormwater runoff. Potable water demand and demand for fire suppression water may be less for the Reduced Project Alternative.

As noted above, it is assumed that a smaller store would carry less inventory and result in reduced patronage. Using the same trip generation rate as for the proposed project (64.03 trips per 1,000 square feet), this alternative would generate 448 daily trips compared to 583 daily trips for the proposed project. The reduction in trips would result in corresponding decreases in air quality and GHG emissions, project traffic-generated noise, and parking lot noise.

#### Environmental Impacts That Would Be Similar to the Proposed Project

Aesthetics impacts would depend on the height of the building. However, with a smaller footprint for the building itself, there would be more options for site planning that could allow the building to be situated where it may appear less visually intrusive. Even with a reduction in building size and development footprint, however, there would be a permanent change in the visual character of the site and vicinity. Therefore, the aesthetics and land use compatibility impacts are assumed to remain significant and unavoidable under this alternative. However, any development of this site consistent with the existing zoning and site development standards will significantly alter the visual character of the site and the surrounding neighborhood. The impacts of a reduced project may reduce the impacts on visual resources, but individually and cumulatively, but not to a less than significant level.

The Reduced Project Alternative would result in the need for mitigation for a traffic signal, as identified for the proposed project (Impact 15.3.1[RR]) because with the addition of the project and other approved projects, the intersection of Rough and Ready Highway and Ridge Road would operate at an unacceptable level of service during the morning peak hour.

The traffic hazards and emergency access impact identified for the proposed project (Impact 15.3.2[RR]) would be the same for the Reduced Project Alternative. Although there would be fewer trips, customers and delivery trucks would still make the same turning movements onto Rough and Ready Highway. The Reduced Project Alternative would also result in the need for a construction traffic control plan.

#### Environmental Impacts That Would Be More Severe than the Proposed Project

There would be no environmental impacts of a Reduced Project Alternative that would be greater than those of the proposed Project.

Alternative 2 could meet most of the Project's Objectives related to developing commercial sites in a way that is compatible in design with the surrounding neighborhood,

providing developments that serve the local market area for the development, enhancing commercial retail opportunities in Nevada County and expanding new retail options in close proximity to local consumers, but at a lesser scale than the proposed Project would provide.

In summary, this alternative could lessen project impacts but only those that are already less than significant with or without mitigation. Since this alternative does not reduce the cumulatively considerable impacts to less than significant and does not satisfy the Project Objectives to the same degree as the proposed Project, the Planning Commission rejects Alternative 2 as undesirable, infeasible, and inconsistent with the overall Project Objectives.

### **Alternative 3 (Off-Site Alternatives)**

Based on the County's criteria for potential off-site alternative locations, no parcels in the Rough and Ready community were identified as alternative locations for an off-site alternative. Given the proximity to Penn Valley, the proposed Penn Valley project site would be the off-site alternative for the Rough and Ready Highway site. The environmental impacts of the Penn Valley site were evaluated in Sections 4.0 through 15.0 of this Draft EIR and are summarized in Table 16.0-3. Only the proposed Penn Valley site, if approved, would be considered for the off-site alternative to the Rough and Ready Highway site; the County would not select one of the Penn Valley off-site alternatives for the Penn Valley site under this scenario. The Planning Commission therefore rejects Alternative 3 as undesirable and infeasible.

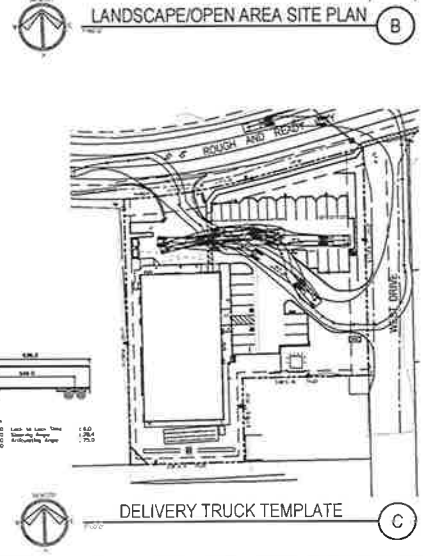
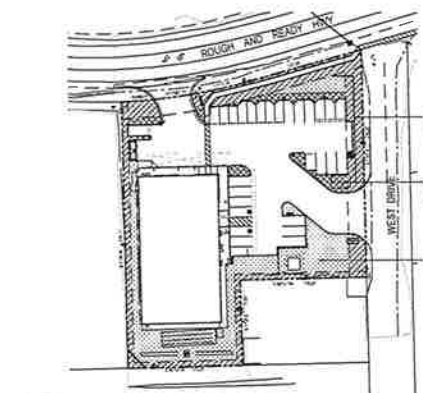
**DOLLAR GENERAL®**[illegible]

LANDSCAPE/OPEN AREA REQUIREMENTS TABLE		
LANDSCAPED AREA PER LOT	4.27	
INTERIOR PARKING REQUIRED (BE SOUTHWEST PARKING)	1,000 SQ FT	
INTERIOR PARKING PROVIDED	1,000 SQ FT	
RECREATION/COMMERCIAL BUFFER REQUIRED	0 FT	
RECREATION/COMMERCIAL BUFFER PROVIDED	0 FT	
STREET BUFFER REQUIRED	0 FT	
STREET BUFFER PROVIDED	0 FT	
NATURAL AMPHIPHEN STAGE PER SEC 42.10 (M)		
WATER BUFFER REQUIRED	500 FT	50%
WATER BUFFER PROVIDED	1,400-500 FT	100%

4. PUBLIC SIDEWALK	9.50	SQUARE FEET	0.0%
5. PUBLIC SIDEWALK AREA	2.25	SQUARE FEET	0.0%
6. UNDEVELOPED AREA (PARKING LOT)	1.00	SQUARE FEET	0.0%
7. INTERIOR PARKING	2.00	SQUARE FEET	0.0%
8. RESIDENTIAL/COMMERCIAL BUFFER	2.00	SQUARE FEET	0.0%
9. BUFFER BEHIND FRONT YARD	2.00	SQUARE FEET	0.0%
10. SIDE YARD BUFFER	1.00	SQUARE FEET	0.0%
11. TOTAL UNDEVELOPED AREA	7.75	SQUARE FEET	0.0%
TOTAL	40.00	SQUARE FEET	0.0%

PROJECT DIRECTORY	
<b>ARCHITECT</b> <b>MFA ARCHITECT, INC.</b> <b>BILL MURPHY</b> 1000 W. 10TH ST., #204 CONTACT: JAMES HENRY P: 616-252-1111 F: 616-252-1111 E: JHENRY@MFA-ARCHITECT.COM P: 616-252-1111 F: 616-252-1111 E: JHENRY@MFA-ARCHITECT.COM	<b>OWNER/LANDLOR</b> <b>SHUTTLECRAFT</b> 61111 SHUTTLECRAFT BLVD SUITE 200 2202 GLENN BL. BOSTON CONTACT: JAMES HENRY P: 408-436-4600 F: 408-436-4600 E: JHENRY@SHUTTLECRAFT.COM P: 408-436-4600 F: 408-436-4600 E: JHENRY@SHUTTLECRAFT.COM
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**Simon CRE**  
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SCOTTSDALE, AZ 85260

Contact: Jared Aikerson  
jared.aikerson@simoncre.com  
(480) 745-7952 office  
(480) 545-0700 fax

PROJECT

**DOLLAR GENERAL®**

A PROPOSED COMMERCIAL DEVELOPMENT FOR

12345 ROUGH AND READY HWY.,  
GRASS VALLEY, CA 95945

REVISIONS

NO.	DESCRIPTION	DATE

SHEET TITLE

**SITE PLAN**

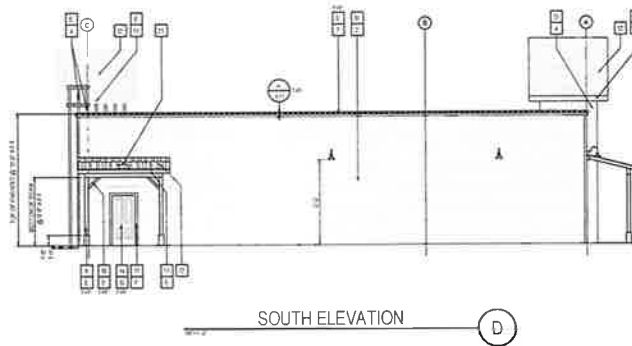
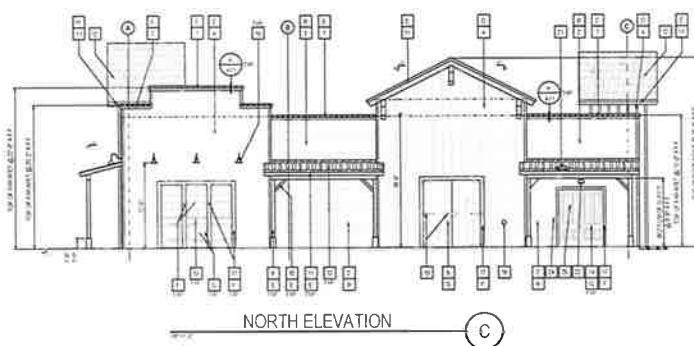
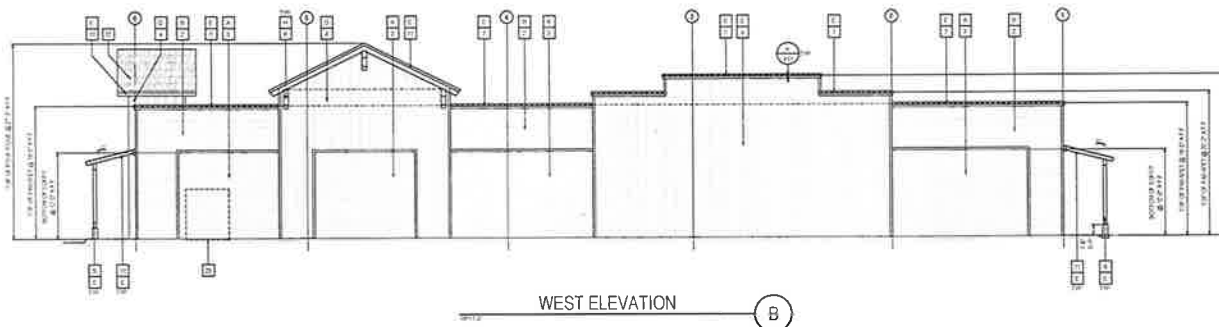
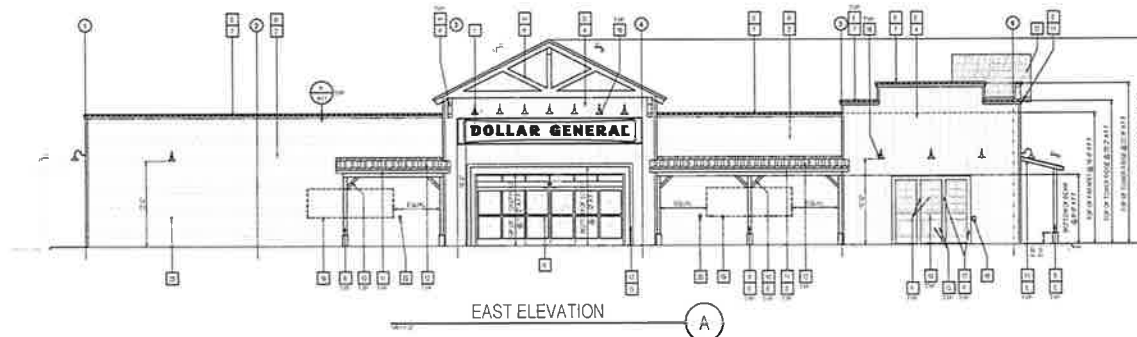
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10-20-10	J. DAVIS		AS SHOWN

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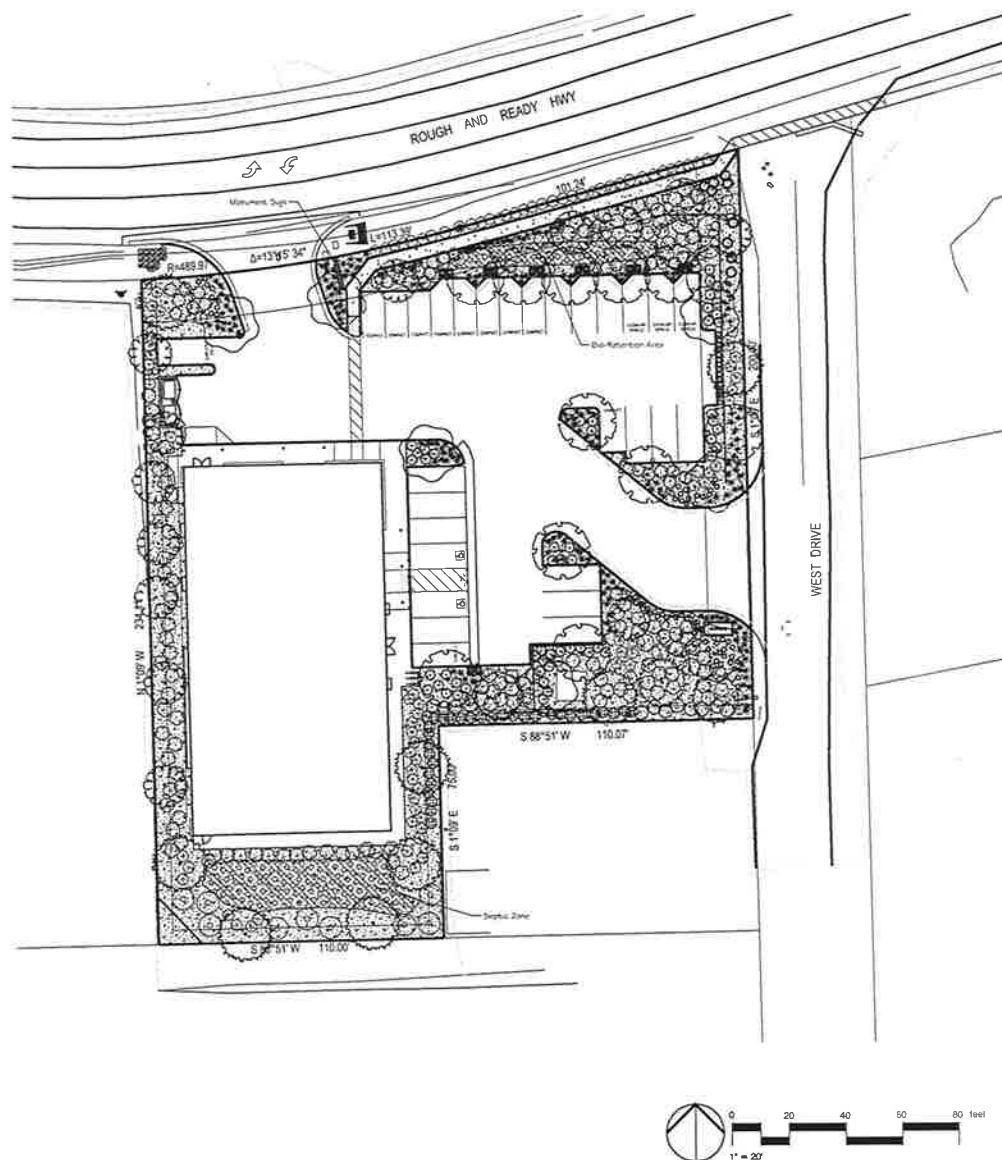






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PAINT COLORS	
A	CAN (CAN001) (R 90B 05 YR 06B 07) (R 90B 05 YR 06B 07)
B	CAN (CAN002) (R 90B 05 YR 06B 07) (R 90B 05 YR 06B 07)
C	CAN (CAN003) (R 90B 05 YR 06B 07) (R 90B 05 YR 06B 07)
D	CAN (CAN004) (R 90B 05 YR 06B 07) (R 90B 05 YR 06B 07)
E	CAN (CAN005) (R 90B 05 YR 06B 07) (R 90B 05 YR 06B 07)
F	CAN (CAN006) (R 90B 05 YR 06B 07) (R 90B 05 YR 06B 07)
G	CAN (CAN007) (R 90B 05 YR 06B 07) (R 90B 05 YR 06B 07)
H	CAN (CAN008) (R 90B 05 YR 06B 07) (R 90B 05 YR 06B 07)
I	CAN (CAN009) (R 90B 05 YR 06B 07) (R 90B 05 YR 06B 07)



# PLANT SCHEDULE

TREES	CODE	BOTANICAL NAME / COMMON NAME	CONT.	QTY	
	CAR BET	Carmona betulae 'Fastigial' / Pyramidal European Hornbeam WUCOLS REG. 2 = M	15 gal	4	
	LIO PAL	Liquidambar styraciflua 'Palo Alto' TM / Palo Alto Sweet Gum WUCOLS REG. 2 = M	15 gal	18	
	MAL AD2	Malus 'Adams' / Crab Apple WUCOLS REG. 2 = M	24" box	7	
	PIN OYL	Pinus sylvestris / Scotch Pine	24" box	8	
	PRU CHA	Prunus cistacea 'Chanticleer' / Chanticleer Pear WUCOLS REG. 2 = M	24" box	1	
	QUS PAS	Quercus robur 'Pendula' / Pyramidal English Oak WUCOLS REG. 2 = M	15 gal	14	
SHRUBS	CODE	BOTANICAL NAME / COMMON NAME	CONT.	QTY	
	BAC MYB	Baccharis 'Scarf' / Scarf Coyote Brush WUCOLS REG. 2 = L	5 gal	4	
	COY HOK	Cotoneaster horizontalis 'Rosa Cotoneaster' WUCOLS REG. 2 = L	5 gal	117	
	GEN BAN	Gonolobus 'Dangle' TM / Dangle Greenwood WUCOLS REG. 2 = M	5 gal	46	
	HSL SKM	Helianthus scaberrimus / Blue Oak Grass WUCOLS REG. 2 = L	1 gal	78	
	HEM CIN	Hemerocallis 'Cinderella' / Deep Red Daylily WUCOLS REG. 2 = M	1 gal	185	
	HEM DRO	Hemerocallis 'Stella de Oro' / Stella de Oro Daylily WUCOLS REG. 2 = M	1 gal	10	
	HIB SYR	Hibiscus syriacus / Rose Of Sharon WUCOLS REG. 2 = M	5 gal	2	
	ILZ CON	Ilex crenata 'Convexa' / Convex-leaved Japanese Holly WUCOLS REG. 2 = M	5 gal	12	
	JUN GOS	Juniperus chinensis 'Gold Star' TM / Gold Star Juniper WUCOLS REG. 2 = L	5 gal	84	
	MAR ADJ	Malva sylvestris / Oregon Grape WUCOLS REG. 2 = M	5 gal	32	
	PAN VIR	Panicum virgatum / Switch Grass WUCOLS REG. 2 = M	5 gal	8	
	PHO TRA	Photinia 'Laurum' / Photinia WUCOLS REG. 2 = M	5 gal	22	
	PRU CIS	Prunella cistacea / Purple Leaf Sand Cherry WUCOLS REG. 2 = M	5 gal	6	
	PHE LDW	Pyracantha coccinea 'Lowboy' / Lowboy Pyracantha WUCOLS REG. 2 = L	5 gal	36	
SHRUB AREAS	CODE	BOTANICAL NAME / COMMON NAME	CONT.	SPACING	QTY
	CAR BUC	Carum buchananii / Leather Leaf Smog WUCOLS REG. 2 = M	1 gal	18" @ 8'	762
GROUND COVERS	CODE	BOTANICAL NAME / COMMON NAME	CONT.	SPACING	QTY
	BARC	Barrenia 'Barrenia' / Barrenia 2" Depth	None		14,970 sq ft

## Landscape Requirements Data:

Site Area = @ 44,309 S.F. (1.017 Acres)  
 Drought Tolerant Shrub Area Provided = @ 14,970 S.F. (1.34 Acres)  
 Barrenia Ornamental Grass Area Provided = @ 1,712 S.F. (1.03 Acres)  
 Total Tuff Area Provided = 0 S.F.  
 Rough and Ready Way Total Trees Required = 11  
 Total Trees Provided = 11  
 West Drive Total Trees Required = 10  
 Total Trees Provided = 10

## Notes:

- The trees specified will achieve 40% parking lot coverage within 15 years time.
- Fully automated, water efficient drip irrigation system will be installed for the entire project.
- The irrigation controller features will include:
  - 1. To be based on adjusting station run time.
  - 2. Multiple program capabilities.
  - 3. Multiple mode cycle capabilities.
  - 4. Provide calendar program.

# EGLA

Edward Gripp Eric Gripp  
 LANDSCAPE ARCHITECTURE, Inc.

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 1449 Doris Circle 3401 La Parra Way  
 Thousand Oaks, CA 91320 Orem, UT 84057

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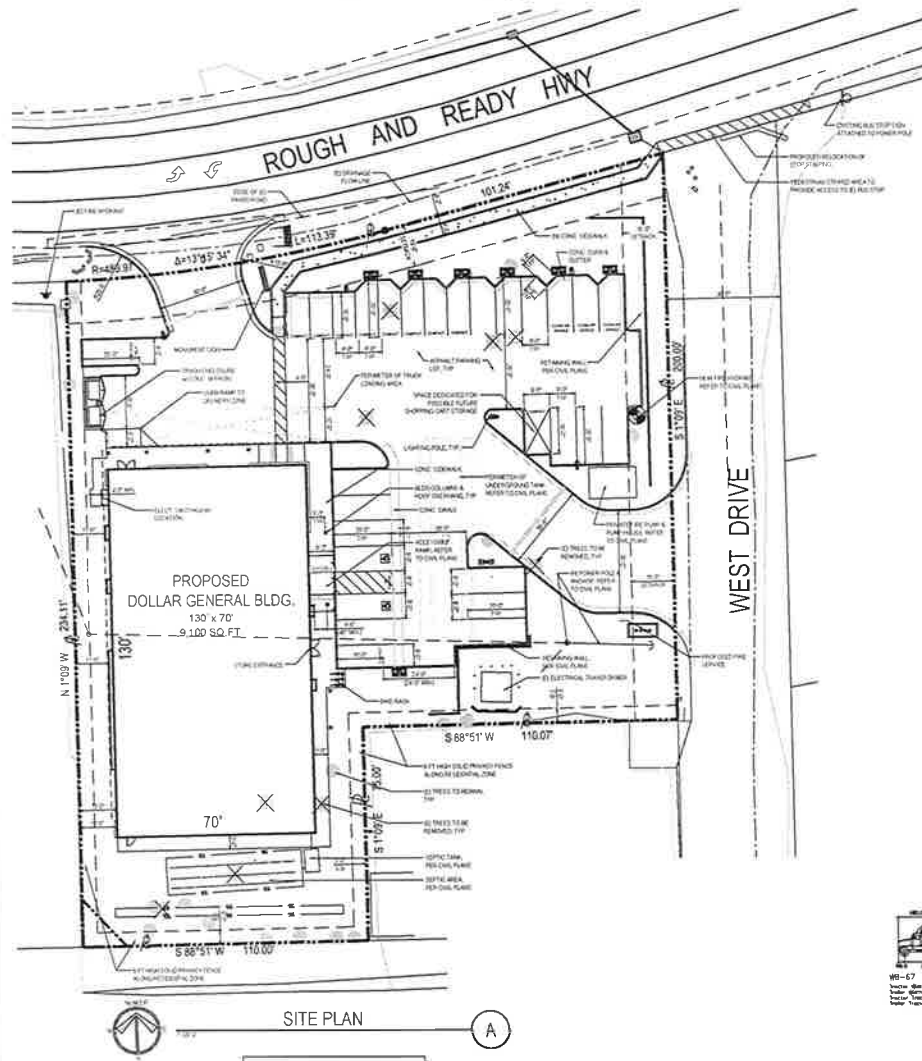
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12345 ROUGH AND READY HWY., GRASS VALLEY, CA. 95945

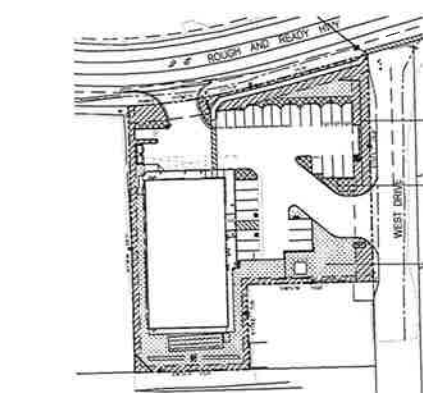
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1 BUILDING COVERAGE	1.00E	SQUARE FEET	25.0
2 HARD SURF DRIVE/PAV	0.00E	SQUARE FEET	0.0
3 LANDSCAPE AREA OF LAWN	1.00E	SQUARE FEET	40.0
4 FUTURE PARKING	0.00E	SQUARE FEET	0.0
5 RESIDENTIAL COMMERCIAL BUFFER	0.00E	SQUARE FEET	0.0
6 ROUGH & READY WET BUFFER	0.00E	SQUARE FEET	0.0
7 WET DRIVE BUFFER	0.00E	SQUARE FEET	0.0
8 NATURAL AND OPEN SPACE	0.00E	SQUARE FEET	0.0
TOTAL	40.0E	SQUARE FEET	100.0

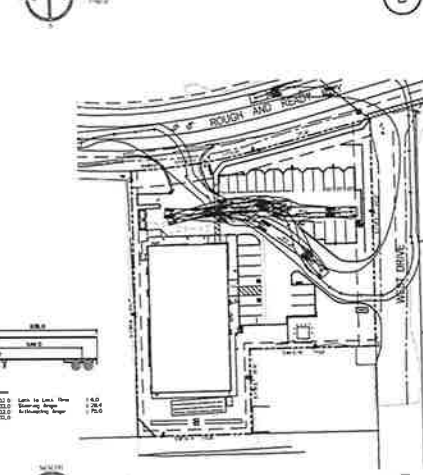
PROJECT DIRECTORY	
<b>ARCHITECT</b> <b>WPA ARCHITECTS INC.</b> 1000 WEST 10TH AVE. SUITE 200 DENVER, CO 80202 P: 303.733.1111 F: 303.733.1111 E: <a href="mailto:info@wpaarchitects.com">info@wpaarchitects.com</a>	<b>OWNER/ANALYST</b> <b>SWANCO</b> 1000 WEST 10TH AVE. SUITE 200 DENVER, CO 80202 P: 303.733.1111 F: 303.733.1111 E: <a href="mailto:info@swanco.com">info@swanco.com</a>
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LANDSCAPE/OPEN AREA SITE PLAN

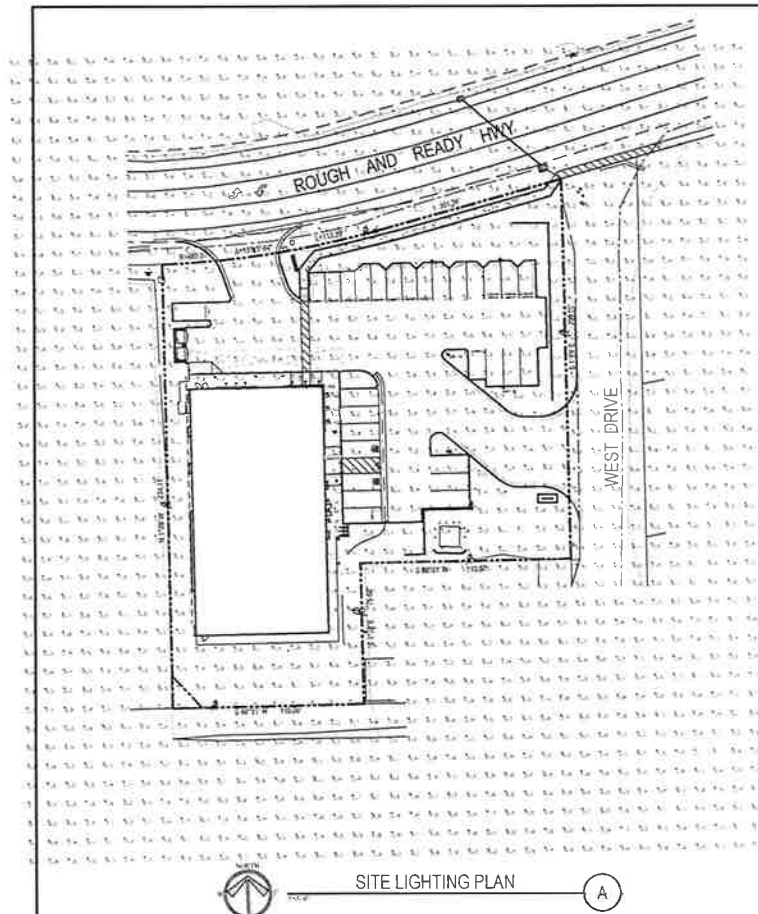


### DELIVERY TRUCK TEMPLATE

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PROJECT		
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REVISIONS		
NO.		DATE
SHEET TITLE		
SITE PLAN		
DATE: 08-25-14 BY: J. SMITH CHECKED:	DATE: 08-25-14 BY: J. SMITH CHECKED:	<b>A1.0</b>





**NEVADA COUNTY LIGHTING REQUIREMENTS**

1. All outdoor lighting shall meet the following criteria:
  - a. All outdoor lighting fixtures shall be fully shielded to prevent the light source from being visible from the street, driveway, or adjacent property.
  - b. Exterior lighting shall be directed away from the street, driveway, or adjacent property.
  - c. Light fixtures mounted on the exterior of buildings shall be directed away from the building and the street, driveway, or adjacent property.
  - d. Light fixtures mounted on the exterior of buildings shall be directed away from the building and the street, driveway, or adjacent property.
  - e. Light fixtures mounted on the exterior of buildings shall be directed away from the building and the street, driveway, or adjacent property.
2. All outdoor lighting shall be fully shielded to prevent the light source from being visible from the street, driveway, or adjacent property.
3. All outdoor lighting shall be fully shielded to prevent the light source from being visible from the street, driveway, or adjacent property.
4. All outdoor lighting shall be fully shielded to prevent the light source from being visible from the street, driveway, or adjacent property.
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10. All outdoor lighting shall be fully shielded to prevent the light source from being visible from the street, driveway, or adjacent property.

**Harris Lighting**

**Foli Cutoff Parking Lot Fixture MFHID-PLL**

**Applications:**  
Parking areas, entrances, walkways, loading docks, or recreation areas.

**Construction:**  
Body: Sturdy die-cast aluminum housing and frame, with dark bronze polyester powder-coat finish.  
Lens: Tempered glass lens, Bezel: Steel and impact resistant.

**Reflector:** Formed aluminum reflector.  
**Ballast:** Quartz halogen ballast.  
**Mounting:** 2-1/2" inch adjustable slip flange.  
**Listing:** UL Listed for wet locations.

**Options:**  
UL listed for wet locations and temperature and vibration. Lamps are secured with Mega Base.

**Warranty:**  
Harris warrants the fixture and its components against defects in materials and workmanship for a period of five (5) years from the date of installation.

**Options:**  
Sensors (See available options).

**Features:**  
• Full Cutoff at 2 degree horizontal plane.  
• Anodized aluminum reflector with high efficiency and wide beam spread.  
• Quartz Halogen 100W, 240V, 120V Ballast.  
• Lens: 1/2" thick, 1/2" diameter, 1/2" thick.  
• Fixture supplied with one (1) year warranty and one (1) year maintenance contract.  
• Photo sensor compatible.

**Technical Specifications:**  
Model: MFHID-PLL  
Power: 100W  
Voltage: 240V, 120V  
Ballast: Quartz Halogen  
Mounting: 2-1/2" inch adjustable slip flange  
Listing: UL Listed for wet locations

**SPECTRUM LIGHTING INC.**

**EMBLEM SIGN**

**ES-1000**

**Applications:**  
This sign is designed for use in parking areas, entrances, walkways, loading docks, or recreation areas.

**Construction:**  
Body: Sturdy die-cast aluminum housing and frame, with dark bronze polyester powder-coat finish.  
Lens: Tempered glass lens, Bezel: Steel and impact resistant.

**Reflector:** Formed aluminum reflector.  
**Ballast:** Quartz halogen ballast.  
**Mounting:** 2-1/2" inch adjustable slip flange.  
**Listing:** UL Listed for wet locations.

**Options:**  
UL listed for wet locations and temperature and vibration. Lamps are secured with Mega Base.

**Warranty:**  
Harris warrants the fixture and its components against defects in materials and workmanship for a period of five (5) years from the date of installation.

**Options:**  
Sensors (See available options).

**Features:**  
• Full Cutoff at 2 degree horizontal plane.  
• Anodized aluminum reflector with high efficiency and wide beam spread.  
• Quartz Halogen 100W, 240V, 120V Ballast.  
• Lens: 1/2" thick, 1/2" diameter, 1/2" thick.  
• Fixture supplied with one (1) year warranty and one (1) year maintenance contract.  
• Photo sensor compatible.

**Technical Specifications:**  
Model: ES-1000  
Power: 100W  
Voltage: 240V, 120V  
Ballast: Quartz Halogen  
Mounting: 2-1/2" inch adjustable slip flange  
Listing: UL Listed for wet locations

**Summary Schedule**

Item	Qty	Label	Description	Amount	Unit	Price	Total
1	1	ES-1000	100W Quartz Halogen Ballast	100.00	EA	1.00	100.00
2	1	ES-1000	100W Quartz Halogen Ballast	100.00	EA	1.00	100.00
3	1	ES-1000	100W Quartz Halogen Ballast	100.00	EA	1.00	100.00
4	1	ES-1000	100W Quartz Halogen Ballast	100.00	EA	1.00	100.00

**Calculation Summary**

Label	Qty	Unit Price	Total
1	1	100.00	100.00
2	1	100.00	100.00
3	1	100.00	100.00
4	1	100.00	100.00

**Dollar General**  
Grass Valley, CA Rev 5

**Orion Energy Systems, Inc.**  
9143 Philips Hwy, Suite 420  
Jacksonville, FL 32256  
Tel: (904) 284-1220  
Email: bharthi@oess.com

**Page 1 of 4**

**Summary Schedule**

Item	Qty	Label	Description	Amount	Unit	Price	Total
1	1	ES-1000	100W Quartz Halogen Ballast	100.00	EA	1.00	100.00
2	1	ES-1000	100W Quartz Halogen Ballast	100.00	EA	1.00	100.00
3	1	ES-1000	100W Quartz Halogen Ballast	100.00	EA	1.00	100.00
4	1	ES-1000	100W Quartz Halogen Ballast	100.00	EA	1.00	100.00

**Calculation Summary**

Label	Qty	Unit Price	Total
1	1	100.00	100.00
2	1	100.00	100.00
3	1	100.00	100.00
4	1	100.00	100.00

**Dollar General**  
Grass Valley, CA Rev 5

**Orion Energy Systems, Inc.**  
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**Page 2 of 4**



**Dollar General**  
Grass Valley, CA Rev 5

**Orion Energy Systems, Inc.**  
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Jacksonville, FL 32256  
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Email: bharthi@oess.com

**Page 4 of 4**

**REVISIONS**

NO.	DESCRIPTION	DATE
1	Initial Design	10/1/2014
2	Revised Design	10/1/2014
3	Final Design	10/1/2014

**SHEET TITLE**  
SITE PHOTOMETRIC PLAN

**SCALE**  
1" = 10'

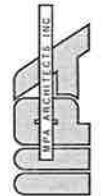
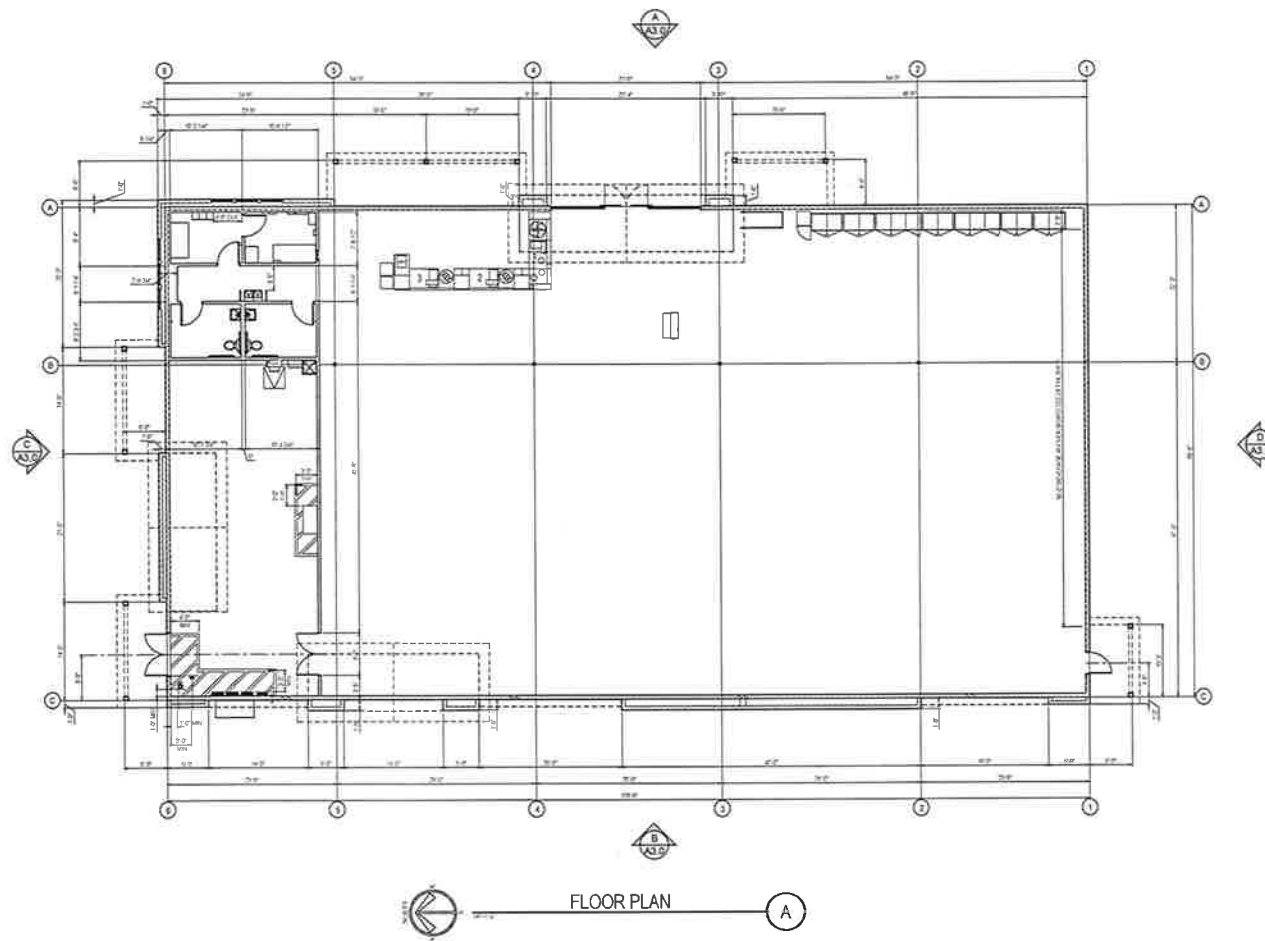
**DATE**  
10/1/2014

**BY**  
A1.2

**PROJECT**  
DOLLAR GENERAL  
12345 ROUGH AND READY HWY.  
GRASS VALLEY, CA 95945

**CLIENT**  
Simon CRE  
5111 N. SCOTTSDALE ROAD  
SUITE 200  
SCOTTSDALE, AZ 85250  
Contact: David Alford  
david.alford@simoncre.com  
(480) 745-7900 ext. 400  
(480) 588-4750 ext. 400

**PROJECT**  
DOLLAR GENERAL  
12345 ROUGH AND READY HWY.  
GRASS VALLEY, CA 95945



3678 30th Street  
San Diego, CA 92104  
P: 619.236.0595  
F: 619.236.0557  
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MEMBER  
AMERICAN INSTITUTE OF ARCHITECTS

CLIENT  
Simon CRE  
5111 N. SCOTTSDALE ROAD  
SUITE 200  
SCOTTSDALE, AZ. 85250  
Contact: Jared Alkisson  
DIRECTOR OF COMM. PRACTICE  
jared.alkisson@simoncre.com  
(480) 765-7882, office  
(480) 566-4750, fax

PROJECT

A PROPOSED COMMERCIAL DEVELOPMENT FOR  
**DOLLAR GENERAL**  
12345 ROUGH AND READY HWY.,  
GRASS VALLEY, CA 95945

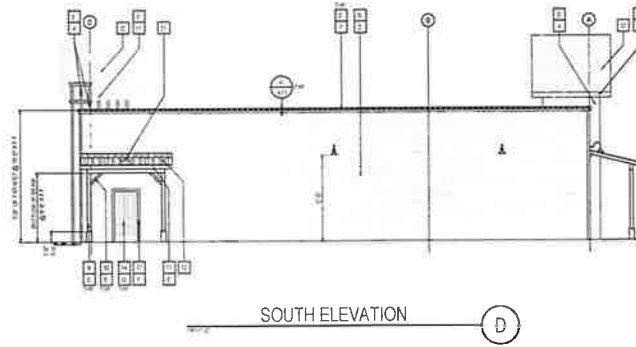
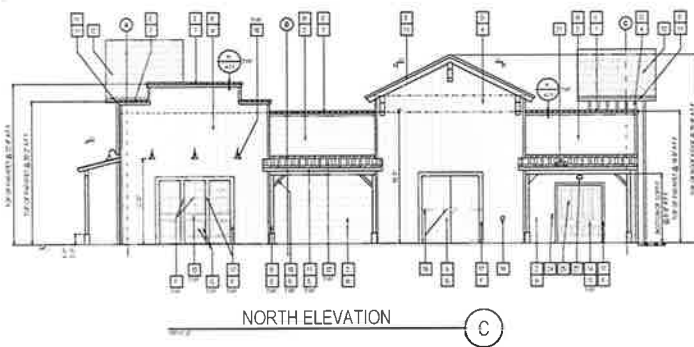
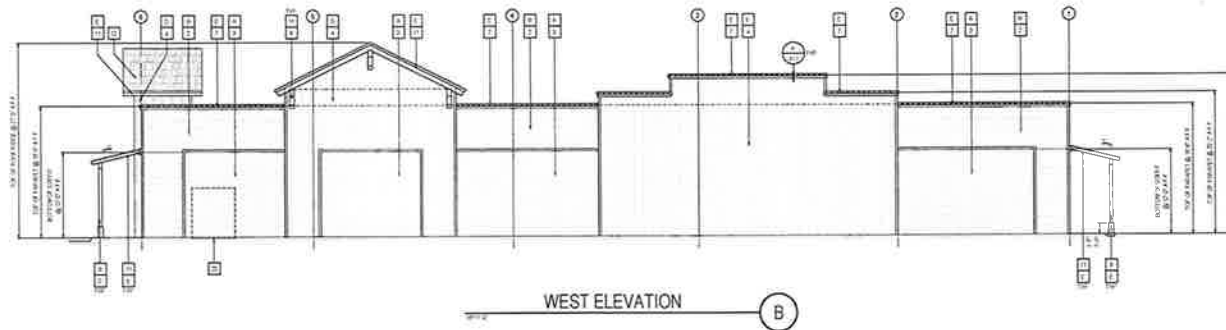
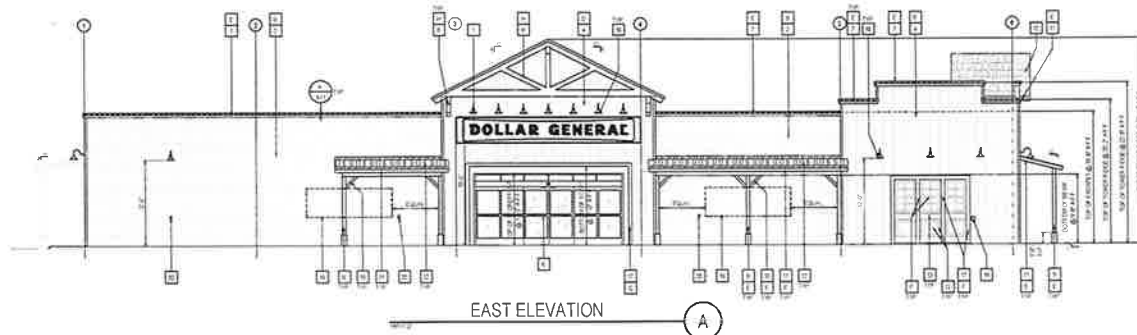
REVISIONS

NO.	DESCRIPTION	DATE
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SHEET TITLE  
FLOOR PLAN

DATE	NO. OF SETS	BY	DATE
10/25/16	40	AK	10/25/16
11/24/16	1	AK	11/24/16
12/01/16	1	AK	12/01/16
12/01/16	1	AK	12/01/16

A2.0



EXTERIOR FINISH SCHEDULE	
1	CONCRETE AND MASONRY: DOLLAR GENERAL, CORNER WITH CONCRETE AND MASONRY, EXTERIOR FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT. EXTERIOR FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT. EXTERIOR FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT.
2	WOOD: WOOD FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT. EXTERIOR FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT. EXTERIOR FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT.
3	ALUMINUM: ALUMINUM FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT. EXTERIOR FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT. EXTERIOR FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT.
4	GLASS: GLASS FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT. EXTERIOR FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT. EXTERIOR FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT.
5	PAINT: PAINT FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT. EXTERIOR FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT. EXTERIOR FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT.
6	ROOF: ROOF FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT. EXTERIOR FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT. EXTERIOR FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT.
7	LANDSCAPE: LANDSCAPE FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT. EXTERIOR FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT. EXTERIOR FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT.
8	OTHER: OTHER FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT. EXTERIOR FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT. EXTERIOR FINISH SCHEDULE TO BE DETERMINED BY THE ARCHITECT.

PAINT COLORS	
1	CHARCOAL GREY - 100% WHITE - 100% WHITE
2	CHARCOAL GREY - 100% WHITE - 100% WHITE
3	CHARCOAL GREY - 100% WHITE - 100% WHITE
4	CHARCOAL GREY - 100% WHITE - 100% WHITE
5	CHARCOAL GREY - 100% WHITE - 100% WHITE
6	CHARCOAL GREY - 100% WHITE - 100% WHITE
7	CHARCOAL GREY - 100% WHITE - 100% WHITE
8	CHARCOAL GREY - 100% WHITE - 100% WHITE



3078 30th Street  
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---

CLIENT  
Simon CRE  
5111 N SCOTTSDALE ROAD  
SUITE 200  
SCOTTSDALE, AZ 85250  
Contact: Jared Anisovich  
DIRECTOR OF CONSTRUCTION  
jared.anisovich@simoncre.com  
(480) 745-7852 ext. 400  
(480) 568-4750 fax

---

PROJECT  
**DOLLAR GENERAL**  
12345 ROUGH AND READY HWY.  
GRASS VALLEY, CA 95945

---

REVISIONS

NO.	DESCRIPTION	DATE

---

SHEET TITLE  
EXTERIOR ELEVATIONS

DATE: 08-29-18  
BY: J. ANISOVICH  
CHECKED: J. ANISOVICH  
SCALE: 1/8" = 1'-0"

A3.0



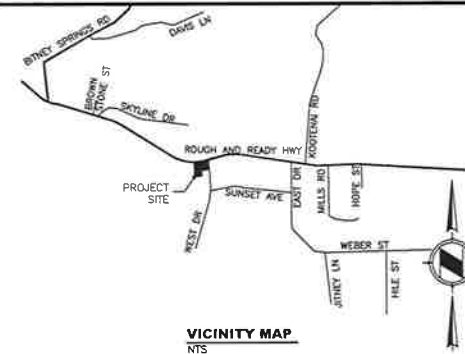
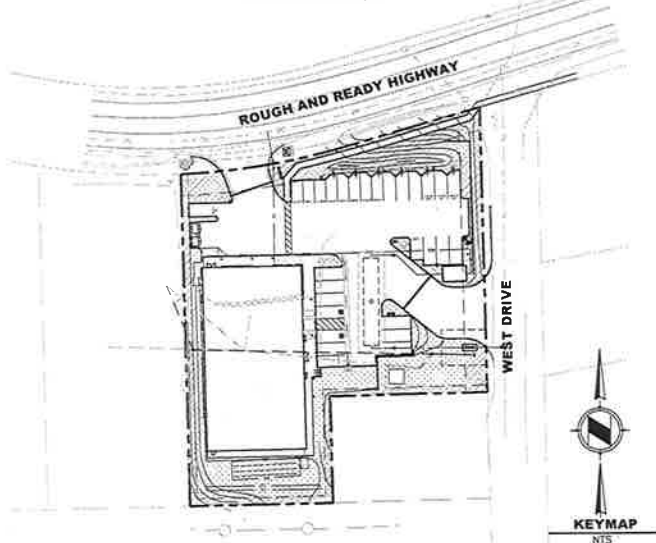


# ENGINEER'S NOTES:

1. THESE PLANS ARE SUBJECT TO THE INTERPRETATION OF INTENT BY THE ENGINEER. ALL QUESTIONS REGARDING THESE PLANS SHALL BE PRESENTED TO THE ENGINEER. ANYONE WHO TAKES IT UPON THEMSELVES THE INTERPRETATION OF THE DRAWINGS OR MAKES REVISIONS TO THE SAME WITHOUT CONFERRING WITH THE ENGINEER OF RECORD SHALL BE RESPONSIBLE FOR THE CONSEQUENCES THEREOF.
2. THE ESTIMATED QUANTITIES SHOWN ARE FOR INFORMATION PURPOSES ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETENESS AND ACCURACY OF A DETAILED ESTIMATE BASED ON THESE PLANS, CURRENT CODES, AND SITE VISITATION.
3. ALL EARTHWORK CONSTRUCTION SHALL CONFORM TO THE LOCAL JURISDICTION OR GOVERNMENT STANDARD DETAILS AND/OR SPECIFICATIONS INCLUDING ANY SUPPLEMENTS THERETO, AND ALL ADDENDA. THE CONTRACTOR IS TO FOLLOW THE RECOMMENDATION OF THE GEOTECHNICAL ENGINEERING REPORT, AS PREPARED BY HOLDREGE & KULL, PHONE: 530.478.1305, PROJECT NO. 4364-01 DATED 03/19/2015.
4. PRIOR TO BIDDING THE WORK, THE CONTRACTOR SHALL THOROUGHLY SATISFY HIMSELF AS TO THE ACTUAL CONDITIONS, REQUIREMENTS OF THE WORK AND EXCESS OR DEFICIENCY IN QUANTITIES. NO CLAIMS SHALL BE MADE AGAINST THE OWNER/DEVELOPER OR ENGINEER FOR ANY EXCESS OR DEFICIENCY THEREIN, ACTUAL OR RELATIVE.
5. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, PROCEDURES OR SAFETY PRECAUTIONS OR PROGRAMS UTILIZED IN CONNECTION WITH THE WORK, AND WILL NOT BE RESPONSIBLE FOR THE CONTRACTOR'S FAILURE TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
6. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR COORDINATING THE RELOCATION OF UTILITIES, POWER POLES, ETC.
7. THE CONTRACTOR SHALL MAKE NO CLAIM AGAINST THE OWNER OR THE SURVEYOR REGARDING ALLEGED INACCURACY OF CONSTRUCTION STAKES SET BY THE SURVEYOR UNLESS ALL SURVEY STAKES SET BY THE ENGINEER ARE MAINTAINED INTACT AND CAN BE VERIFIED AS TO THEIR ORIGIN. IF, IN THE OPINION OF THE SURVEYOR, THE STAKES ARE NOT MAINTAINED INTACT AND CANNOT BE VERIFIED AS TO THEIR ORIGIN, ANY REMEDIAL WORK REQUIRED TO CORRECT ANY ITEM OF IMPROPER CONSTRUCTION WORK SHALL BE PERFORMED AT THE SOLE EXPENSE OF THE RESPONSIBLE CONTRACTOR OR SUBCONTRACTOR.
8. THE SURVEYOR WILL MAKE FIELD AS-BUILT MEASUREMENTS OF THE WORK UPON NOTIFICATION BY THE CLIENT OR HIS REPRESENTATIVE THAT THE WORK IS COMPLETE AND READY FOR AS-BUILT SURVEY. FOR PIPE WORK, THE CONTRACTOR IS RESPONSIBLE FOR LEAVING TRENCHES OPEN SO THAT AS-BUILTS CAN BE PERFORMED TO COMPLY WITH THE LOCAL JURISDICTION REQUIREMENTS. IF THE TRENCHES ARE BACKFILLED AND OBTURED TO THE POINT THAT AS-BUILT MEASUREMENTS CANNOT BE PERFORMED, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO POT-HOLE UTILITY TRENCHES AS NECESSARY TO COMPLETE AN AS-BUILT SURVEY.
9. THE CONTRACTOR IS TO VERIFY THE LOCATION, ELEVATION, CONDITION, AND PAVEMENT CROSS-SLOPE OF ALL EXISTING SURFACES AT POINTS OF TIE-IN AND MATCHING, PRIOR TO COMMENCEMENT OF GRADING, PAVING, CURB AND GUTTER OR OTHER SURFACE CONSTRUCTION. SHOULD EXISTING LOCATIONS, ELEVATIONS, CONDITION, OR PAVEMENT CROSS-SLOPE DIFFER FROM THAT SHOWN ON THESE PLANS, RESULTING IN THE DESIGN INTENT REFLECTED ON THE PLANS NOT ABLE TO BE CONSTRUCTED, THE CONTRACTOR SHALL NOTIFY THE OWNER'S AGENT IMMEDIATELY FOR DIRECTION ON HOW TO PROCEED PRIOR TO COMMENCEMENT OF CONSTRUCTION. THE CONTRACTOR ACCEPTS RESPONSIBILITY FOR ALL COSTS ASSOCIATED WITH CORRECTIVE ACTION IF THESE PROCEDURES ARE NOT FOLLOWED.
10. EXISTING UTILITIES SHOWN ON THESE PLANS HAVE BEEN LOCATED ACCORDING TO INFORMATION PROVIDED BY THE AGENCY OPERATING EACH UTILITY. LOCATIONS SHOWN ARE APPROXIMATE ONLY, AND ARE NOT RELIABLE FOR CONSTRUCTION PURPOSES. CALL 811 FOR FIELD LOCATION. THE CONTRACTOR SHALL PROTECT AND MAINTAIN ALL EXISTING UTILITIES ON THE SITE. ANY DAMAGE TO EXISTING UTILITIES, WHETHER SHOWN OR NOT ON THE DRAWING, SHALL BE REPAIRED/REPLACED AT THE CONTRACTOR'S EXPENSE. EXISTING SURFACE FEATURES AND FENCING SHALL BE REPLACED IN KIND.
11. THE ENGINEER AND APPLICABLE AGENCY MUST APPROVE, PRIOR TO CONSTRUCTION, ANY ALTERATION, OR VARIANCE FROM THESE PLANS. ANY VARIATIONS FROM THESE PLANS SHALL BE PROPOSED ON CONSTRUCTION FIELD PRINTS AND TRANSMITTED TO THE ENGINEER.
12. ANY INSPECTION BY THE CITY, COUNTY, ENGINEER, OR OTHER JURISDICTIONAL AGENCY, SHALL NOT, IN ANY WAY, RELIEVE THE CONTRACTOR FROM ANY OBLIGATION TO PERFORM THE WORK IN STRICT COMPLIANCE WITH APPLICABLE CODES AND AGENCY REQUIREMENTS.
13. CONTRACTOR IS RESPONSIBLE FOR PROTECTING ALL STORM DRAIN PIPES, STORM WATER RETENTION PIPES AND DRAINAGE FACILITIES FROM DAMAGE DURING ALL STAGES OF CONSTRUCTION. THE DEPTH OF COVER ON THE STORM DRAIN PIPE IS DESIGNED FOR FINAL GRADE. THEREFORE, EXTRA CARE SUCH AS BERMING OVER PIPES, FLAGGING OR SIGNAGE SHOULD BE USED DURING CONSTRUCTION TO MAINTAIN COVER OR PROTECT THE PIPES.
14. THE ENGINEER MAKES NO REPRESENTATION OR GUARANTEE REGARDING EARTHWORK QUANTITIES OR THAT THE EARTHWORK FOR THIS PROJECT WILL BALANCE DUE TO THE VARYING FIELD CONDITIONS, CHANGING SOIL TYPES, ALLOWABLE CONSTRUCTION TOLERANCES AND CONSTRUCTION METHODS THAT ARE BEYOND THE CONTROL OF THE ENGINEER. EARTHWORK QUANTITIES ON THIS SHEET ARE FOR PERMITTING PURPOSES ONLY.
15. IF PAD CERTIFICATIONS ARE PERFORMED, IT IS UNDERSTOOD THAT THE CERTIFICATION PROVIDES ONLY A REPRESENTATIVE ELEVATION OF THE AVERAGE GRADE OF EACH LOT, BUILDING OR UNIT PAD, AND SHALL NOT BE CONSTRUED TO INCLUDE YARD AND STREET SUB-GRADE CERTIFICATION OR CERTIFICATION THAT THE ENTIRE PAD IS LEVEL. THAT IT WAS CONSTRUCTED IN THE DESIGNED LOCATION OR WAS GRADED TO THE CROSS-SECTION SET FORTH ON THE PLANS OR AS DESIGNATED IN THE SOILS REPORT.
16. FINISH GRADES SHOWN ON THESE PLANS ARE THE FINAL FINISH GRADES. CONTRACTOR IS RESPONSIBLE FOR OVER-EXCAVATING LANDSCAPE AREAS TO ALLOW FOR PLANTING AND UTILITY TRENCHING SPOILS AND FOR THE FINAL LANDSCAPE TREATMENT (DECOMPOSED GRANITE, LAWN, ETC.).
17. OWNER OF PROPERTY SHALL INSPECT AND MAINTAIN ALL DRAINAGE STRUCTURES AND DRAINAGE APPURTENANCES ANNUALLY AND AFTER ANY MEASURABLE RAINFALL TO ENSURE PROPER FUNCTION OF DRAINAGE SYSTEM.

## GRADING, PAVING & UTILITY PLAN

FOR  
**DOLLAR GENERAL**  
12345 ROUGH AND READY HIGHWAY  
GRASS VALLEY, CA 95945



### OWNER

SIMON CRE HARLEY V. LLC  
5111 N. SCOTTSDALE RD., SUITE 200  
SCOTTSDALE, AZ 85250  
PHONE: 480-745-1956  
FAX: 480-588-4150  
CONTACT: JOSHUA SIMON

### CIVIL ENGINEER

TTO ENGINEERS  
4300 N. MILLER ROAD, SUITE 122  
SCOTTSDALE, AZ 85251  
PHONE: 602-371-1333  
FAX: 602-371-0675  
CONTACT: MIKE JACKSON

### ARCHITECT

MPA ARCHITECTS INC.  
3578 30TH STREET  
GRASS VALLEY, CA 95945  
PHONE: 530-273-6185  
CONTACT: LEONARDO DALE

### SHEET INDEX

- C1 COVER SHEET, DETAILS & NOTES
- C2 DEMOLITION PLAN
- C3 GRADING AND DRAINAGE PLAN
- C4 GRADING AND PAVING PLAN
- C5 GRADING AND PAVING DETAILS
- C6 HORIZONTAL CONTROL PLAN
- C7 UTILITY PLAN
- C7.1 CONCEPTUAL ELECTRICAL MODIFICATIONS
- C8 STORMWATER SOIL LOSS PREVENTION PLANS
- C9 STORMWATER SOIL LOSS PREVENTION DETAILS

### WATER CONTACT

NEVADA IRRIGATION DISTRICT  
1036 W. MAIN STREET  
GRASS VALLEY, CA 95945  
PHONE: 530-273-6185  
CONTACT: SHANNON MATTEONI

### KEYMAP

### ENGINEER'S ESTIMATED EARTHWORK QUANTITIES

CUT	3,086 C.Y.
FILL	792 C.Y.
NET EARTHWORK (EXPORT)	2,294 C.Y.

NOTE: EARTHWORK QUANTITIES ARE ESTIMATED VOLUMES BASED ON RAW VALUES. THE CONTRACTOR SHALL PREPARE HIS OWN EARTHWORK ANALYSIS FOR BIDDING PURPOSES.

ALL EXPORT MATERIAL IS PERMITTED TO BE HAULED 17552 POND VALLEY DRIVE, POND VALLEY CA (APR: 51-120-06).

### FEMA FLOOD ZONE

THE PROPERTY SHOWN HEREON IS SHOWN ON FEMA FLOOD FIRM PANEL NO. 0605700650E (DATED FEBRUARY 3, 2010). THE FLOOD ZONE DESIGNATION FOR THE PROPERTY IS ZONE "X" AND IS DESCRIBED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

### BASIS OF BEARING

MONUMENTS FOUND PER BOOK 1 OF SUBDIVISIONS PAGE 77, NEVADA COUNTY RECORDS.

### BENCHMARK

THE CONTOURS SHOWN HEREON ARE BASED ON A FIELD TOPOGRAPHIC SURVEY. THE CONTOUR INTERVAL IS 2 FEET. ALL ELEVATIONS ARE BASED ON AN ASSUMED ELEVATION OF 2490.00' FOR CONTROL POINT 5-1, A 3/8" X 8" SPIKE SHOWN HEREON.

### LEGAL DESCRIPTION

REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF NEVADA, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

#### PARCEL ONE:

LOT 1 AND THE NORTHERLY 25 FEET OF LOT 1-A, BLOCK E, SUNSET VIEW TRACT, FILED ON JUNE 10, 1940, IN BOOK 1, OF SUBDIVISIONS, PAGE 77.

#### PARCEL TWO:

LOT 2, BLOCK E, SUNSET VIEW TRACT, FILED ON JUNE 10, 1940, IN BOOK 1, OF SUBDIVISIONS, PAGE 77.

EXCEPTING FROM THE ABOVE TWO PARCELS: THE MINERAL UNDER SAID GROUND WITH THE RIGHT TO WORK, DEVELOP AND EXTRACT THE SAME 100 FEET BELOW THE SURFACE THEREOF, AS RESERVED IN THAT CERTAIN DEED DATED APRIL 23, 1913, RECORDED MAY 1, 1913 IN BOOK 118 OF DEEDS AT PAGE 26, ET SEQ., EXECUTED BY ALBERT C. RODDA ET AL. TO HERBERT C. BARKER.

### SIGNATURE BLOCK

NEVADA IRRIGATION DISTRICT  
ACCEPTANCE BY:

GARY D. KING, PE  
ENGINEERING MANAGER

DATE

ACCEPTANCE IS CONDITIONAL AND THAT AN APPROVED CONVEYANCE AGREEMENT MUST BE FULLY EXECUTED WITHIN 60 DAYS OF ACCEPTANCE BY DISTRICT.

### LEGEND

65.50 FS	SPOT ELEVATION	1.0%	PROPOSED SLOPE	FT	FOOT
---	RETAINING WALL	→	FLOW ARROW	N	NORTH
---	PROPERTY LINE	→	SEWER CLEAN OUT	E	EAST
---	GRADE BREAK	→	WATER SERVICE	W	WEST
---	EXISTING MINOR CONTOUR	→	EXISTING MANHOLE	S	SOUTH
---	EXISTING MAJOR CONTOUR	→	PROPOSED GRADING	TC	TOP OF CURB ELEVATION
---	PROPOSED WATER LINE	→	SPOT ELEVATION NEW CONCRETE	FS	FINISHED SURFACE ELEVATION
---	PROPOSED SANITARY SOWER	→	GRATE	TW	TOP OF WALL
---	PROPOSED MAJOR CONTOUR	→	INVERT	GB	GRADE BREAK
---	PROPOSED MINOR CONTOUR	→	INVERT ELEVATION	PFE	FINISH FLOOR ELEVATION
---	WATER	→	LINEAL FEET	HWE	HIGH WATER ELEVATION
---	SANITARY SOWER	→	SLOPE	BOT	BOTTOM
---	STORM DRAIN	→		VOL	VOLUME
---	CONCEPTUAL ELECTRICAL LINE	→		SIENALK	SIDENALK
		→		SH	SH
		→		PH	FIRE HYDRANT



PREPARED UNDER THE DIRECT SUPERVISION OF:

06-22-16

ANDREW S. MIZERK DATE  
P.C.E. NO. 74456  
EXPIRES JUNE 30, 2017



DOLLAR GENERAL  
ROUGH AND READY, CALIFORNIA  
COVER SHEET, DETAILS & NOTES



DATE: 06/15/2016

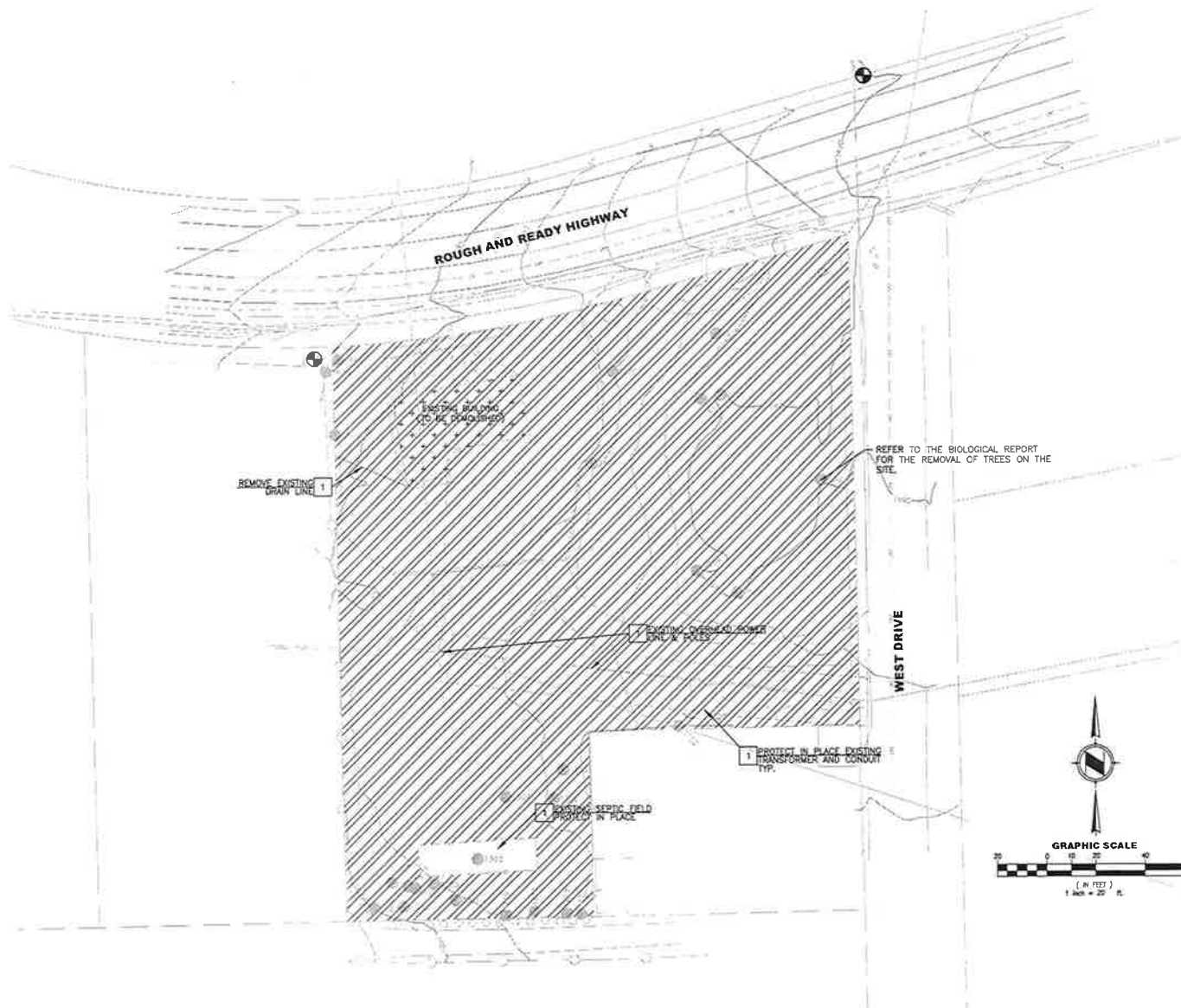
SCALE: NTS

DATE: JUNE 2016

SHEET: 01

OF: 01

C1



# **ENGINEERS NOTES**

1. CONTRACTOR SHALL LOCATE ALL EXISTING UTILITIES AND APPURTENANCES PRIOR TO DEMO AND PROTECT IN PLACE UNLESS OTHERWISE NOTED.
2. ALL EXISTING UTILITIES SHOWN ON THIS SHEET ARE APPROXIMATE AND SHOWN USING SITE SURVEY COLLECTED. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY ALL UTILITIES AND COORDINATE WITH BLUE STAKE AND UTILITY PROVIDERS PRIOR TO ANY DEMOLITION.
3. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN ON THIS SHEET/AND PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE PRECAUTIONARY MEASURES TO PROTECT AND CORRECTLY LOCATE THE UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF ALL POINTS OF CONNECTION AND UTILITY CROSSINGS (PROPOSED AND EXISTING). THE CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PIPES AND STRUCTURES SHOWN OR NOT SHOWN ON THIS SHEET AND DRAWINGS.
4. ANY AND ALL ITEM(S) DAMAGE DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT THEIR COST. IF ANY ITEM(S) MUST BE REMOVED IN ORDER TO FACILITATE CONSTRUCTION OR IF THERE IS DAMAGE TO ANY ITEM(S) DURING CONSTRUCTION THE CONTRACTOR SHALL REPLACE THE ITEM(S) TO THE SAME OR BETTER CONDITION THAN IT WAS BEFORE CONSTRUCTION.

# **DEMO NOTES**

1. CONTRACTOR TO FIELD VERIFY UTILITY LINES AND EQUIPMENT AND TO COORDINATE WITH BLUE STAKE AND/OR UTILITY PROVIDERS PRIOR TO ANY CONSTRUCTION ACTIVITIES.

# **LEGEND**

BUILDING DEMOLITION - REMOVE EXISTING BUILDING AND APPURTENANCES



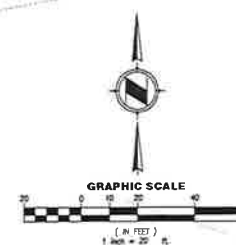
DISTURBANCE LIMITS/PARKING LOT DEMOLITION - REMOVE EXISTING ASPHALT AND CURBING WITHIN THIS AREA UNLESS OTHERWISE NOTED. REMOVE LANDSCAPING, IRRIGATION, SIGNS, AND UTILITIES UNLESS OTHERWISE NOTED.



PROPERTY LINE



EXISTING FIRE HYDRANT- PROTECT IN PLACE



PREPARED UNDER THE DIRECT SUPERVISION OF:  
  
 06-22-16  
 JUREK S. WITEK  
 P.E. No. 74456  
 EXPIRES JUNE 30, 2017



DOLLAR GENERAL  
 ROUGH AND READY, CALIFORNIA  
 DEMOLITION PLAN

**TTG**

REV. 06/15/03.00  
 DATE N.T.S.  
 DATE JUNE 2016  
 SHEET C2

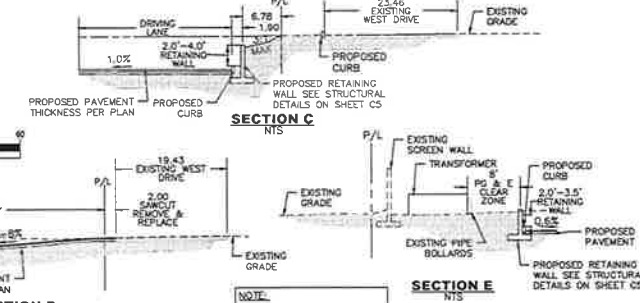
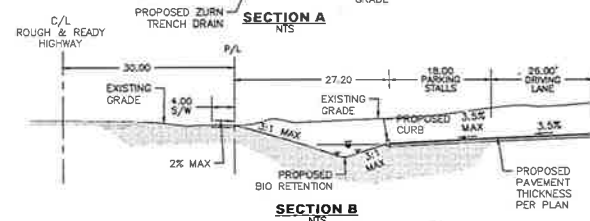
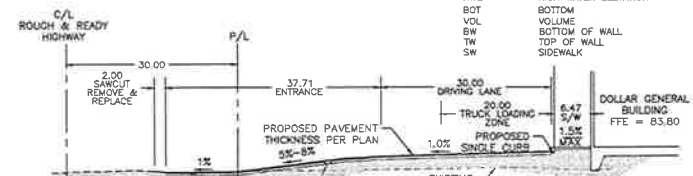


**DOLLAR GENERAL**  
12345 ROUGH AND READY HIGHWAY  
GRASS VALLEY, CA 95945  
**GRADING AND DRAINAGE PLAN**

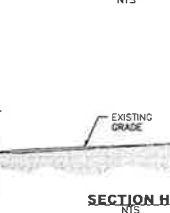
LEGEND	
	SPOT ELEVATION
	PROPERTY BOUNDARY
	EXISTING MINOR CONTOUR
	EXISTING MAJOR CONTOUR
	GRADE BREAK
	PROPOSED RETAINING WALL
	PROPOSED CURB OPENING
	FLOW ARROW
	SPOT ELEVATION NEW CONCRETE
	LINEAL FEET
	SLOPE
	FOOT
	NORTH
	EAST
	WEST
	SOUTH
	TOP OF CURB ELEVATION
	TOP OF WALL
	GRADE BREAK
	FINISH FLOOR ELEVATION
	HIGH WATER ELEVATION
	BOTTOM
	VOLUME
	BOTTOM OF WALL
	TOP OF WALL
	SIDEWALK

**DRAINAGE STATEMENT**

THE EXISTING SITE CONSISTS OF SPARSE VEGETATION AND TREES WITH A SMALL DWELLING LOCATED AT THE NW CORNER OF THE SITE. THIS PROJECT PROPOSES A NEW DOLLAR GENERAL COMMERCIAL BUILDING WITH LANDSCAPED OPEN SPACE AREAS. RUNOFF FROM THIS SITE WILL BE DIRECTED VIA OVERLAND SHEET FLOW TO AN OPEN SPACE AREA ON THE NORTHERN END OF THE SITE. THE OPEN SPACE AREA WILL IMPLEMENT WATER QUALITY MEASURES WHERE RUNOFF WILL PASS THROUGH A VEGETATED SWALE TO A BRIDGE STYLE AREA DRAIN WHERE IT IS CONVEYED TO UNDERGROUND DETENTION. THE FIRE VS POST RUNOFF VOLUME WILL BE DETAINED AND BLEED OFF ALONG ITS HISTORIC PATH IN ROAD SIDE DITCH ON THE SOUTH SIDE OF ROUGH AND READY HIGHWAY. THE DESIGN INTENT IS TO DISTURB LESS THAN 1.0 ACRE.



**SECTION D NTS**



**SECTION E NTS**



**SECTION F NTS**



**SECTION G NTS**



**SECTION H NTS**



**GRAPHIC SCALE**

1 inch = 20 feet

**NOTE**

- CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
- CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND IMPROVEMENTS.
- THE EXISTING CONTOURS ON THIS PLAN ARE AT A 1.0' INTERVAL.
- ALL ELEVATIONS HAVE BEEN TRUNCATED FROM 24XX.XX FT



PREPARED UNDER THE DIRECT SUPERVISION OF:

06-22-16

ANDREW S. WIZEREK DATE R.C.E. No. 74159 EXPIRES JUNE 30, 2017



DOLLAR GENERAL  
ROUGH AND READY, CALIFORNIA  
GRADING AND DRAINAGE PLAN

**TTG**

0615003.00

1"=20'

JUNE 2016

C3

Path: F:\6600\01\05 Projects\2016\1201\1201\01 - Rough and Ready\Improvement Plan\0615003-03.dwg, plotted: 6/22/2016 3:21 PM, user: J.V.12016 10:58:33 AM

**DOLLAR GENERAL**  
12345 ROUGH AND READY HIGHWAY  
GRASS VALLEY, CA 95945  
**GRADING AND PAVING PLAN**

**CONSTRUCTION KEYNOTES**

- 1 CONTRACTOR TO VERIFY ELEVATION OF EXISTING CURB, AC PAVT OR CONCRETE PAVT TIE-IN LOCATIONS AND MATCH EXISTING. NOTIFY ENGINEER OF ANY DISCREPANCIES.
- 2 CONSTRUCT CURB AND GUTTER PER NEVADA COUNTY STD DTL A-10 TYPE A2-6
- 3 CONSTRUCT 6" BARRIER CURB PER DETAIL 1 ON THIS SHEET.
- 4 SEE ARCHITECTURAL PLANS FOR ALL STRIPING AND SIGNAGE. ALL DISABLED ACCESS, STRIPING TO COMPLY WITH CURRENT ADA STANDARDS. FIRE LANE MARKING AND SIGNAGE PER ARCHITECTURAL PLANS.
- 5 LANDSCAPE AREA. REFER TO LANDSCAPE PLANS FOR ALL DETAILS
- 6 CONSTRUCT SIDEWALK PER NEVADA COUNTY STANDARDS. DO NOT EXCEED 1:50 CROSS SLOPE
- 7 TRASH ENCLOSURE. REFER TO ARCHITECTURAL PLANS FOR ALL DETAILS
- 8 SEE ARCHITECTURAL PLANS FOR ALL SITE LIGHTING AND DETAILS, COORDINATE CONDUIT PLACEMENT PRIOR TO PAVING START.
- 9 CONSTRUCT ADA PARKING SPACES NOT TO EXCEED 2% IN ANY DIRECTION.
- 10 CONSTRUCT 6" PCPP REINFORCED SLAB WITH #4 BARS @ 18" CENTERS OVER 6" COMPACTED NATIVE SUBGRADE PER GEOTECHNICAL RECOMMENDATIONS FOR TRASH ENCLOSURE AND LANDING PAD.
- 11 CONSTRUCT 2" ASPHALT PAVEMENT OVER 6" AGGREGATE ASPHALT BASE OVER 8" COMPACTED NATIVE SUBGRADE BASE FOR DRIVE LANES PER GEOTECHNICAL RECOMMENDATIONS AND CALTRANS SECTION 26 STANDARD SPECIFICATIONS.
- 12 CONSTRUCT 2.5" ASPHALT PAVEMENT OVER 6" AGGREGATE ASPHALT BASE OVER 8" COMPACTED NATIVE SUBGRADE BASE FOR DRIVE LANES PER GEOTECHNICAL RECOMMENDATIONS AND CALTRANS SECTION 26 STANDARD SPECIFICATIONS.
- 13 CONSTRUCT CURB OPENING PER DETAIL SHEET C5.
- 14 CONSTRUCT SIDEWALK ACCESS RAMP #1 PER STD DTL, C5, DO NOT EXCEED 1:50 CROSS SLOPE AND 1:12 LONGITUDINAL SLOPE.
- 15 SAWCUT AND REMOVE TO THE SAWCUT LINE EXISTING PAVEMENT (MIN 2'), OR AS DIRECTED BY COUNTY INSPECTOR, CURB, GUTTER AND SIDEWALK AND/OR REPLACE IN KIND.
- 16 CONSTRUCT 18" HDPE STORM DRAIN PIPE (ADS N12 OR EQUAL) SEE SHEET C5 FOR DETAILS
- 17 CONSTRUCT 12" HDPE STORM DRAIN PIPE (ADS N12 OR EQUAL) SIZE AND SLOPE PER PLAN
- 18 PROPOSED RETAINING WALL SEE SHEET C3 FOR ELEVATIONS SHEET C5 FOR DETAILS
- 19 CONSTRUCT 8" PERFORATED PVC DRAIN PIPE, PERFORATIONS TO BE PLACED DOWN AND DRAINAGE PERFORATED PIPE TO BE CENTERED IN 12" OF CALTRANS CLASS II PERMEABLE ROCK. WRAP 12" ROCK SECTION IN A NON-WOVEN GEOTEXTILE FILTER FABRIC PER GEOTECHNICAL RECOMMENDATIONS.
- 20 ENGINEERED FILTERED MEDIUM (SOIL) SHALL CONSIST OF 85% SAND, 10% FINES AND 5% ORGANIC MATTER. REFER TO LANDSCAPE PLANS FOR VEGETATION. REFER TO SHEET C5 FOR ADDITIONAL DETAILS.
- 21 CONSTRUCT CATCH BASIN, NDS 18" SERIES WITH ATRIUM GRATE OPENING, NDS PRODUCT NUMBER 18B1. RIM TO BE SET 0.5' ABOVE BOTTOM OF BASIN.
- 22 CONSTRUCT STANDARD PRECAST MANHOLE PER NEVADA COUNTY PUBLIC WORKS DEPARTMENT STD DTL D-4. MANHOLE TO BE EQUIPPED WITH ADS HOOD/FLOW CONTROL TEE. SIZE OF ORIFICE PER DETAILS ON SHEET C5.
- 23 CONSTRUCT HEADWALL PER NEVADA COUNTY PUBLIC WORKS
- 24 CONSTRUCT RIP-RAP D(50)=6", 12" THICK.
- 25 CONSTRUCT HDPE STORM DRAIN BEND/TEE/CROSS (ADS N12 OR EQUAL) SIZE PER PLAN.
- 26 CONSTRUCT REINFORCED CONCRETE CAP AND ACCESS RISER PER DETAIL ON SHEET C5.
- 27 CONSTRUCT ZURN TRENCH DRAIN (TYPE Z712). LENGTH PER PLAN. SEE DETAIL THIS SHEET.
- 28 CONNECT TO 24" CMP PIPE PER MANUFACTURERS RECOMMENDATIONS.
- 29 CONSTRUCT 24" HDPE STORM DRAIN PIPE (ADS N12 OR EQUAL) SEE SHEET C5 FOR DETAILS
- 30 CONSTRUCT VALLEY GUTTER PER NEVADA COUNTY STANDARDS.
- 31 CONSTRUCT DROP INLET DRAINAGE STRUCTURE PER DETAIL 2 SHOWN ON THIS SHEET.
- 32 CONSTRUCT 4" HDPE STORM DRAIN PIPE (ADS N12 OR EQUAL) SIZE AND SLOPE PER PLAN
- 33 CURB TERMINATION
- 34 PROPOSED POWER POLE RELOCATION - REFER TO SHEET C7.1 FOR CONCEPTUAL LAYOUT.
- 35 CONSTRUCT SIDEWALK ACCESS RAMP #2 PER STD DTL, C5. DO NOT EXCEED 1:50 CROSS SLOPE AND 1:12 LONGITUDINAL SLOPE.

**LEGEND**

95.50 FS	SPOT ELEVATION
---	RETAINING WALL
---	PROPERTY LINE
---	GRADE BREAK
---	EXISTING MINOR CONTOUR
---	EXISTING MAJOR CONTOUR
---	PROPOSED WATER LINE
---	PROPOSED SANITARY SEWER
---	PROPOSED MINOR CONTOUR
---	PROPOSED MAJOR CONTOUR
---	WATER
---	SANITARY SEWER
---	STORM DRAIN
---	CONCEPTUAL ELECTRICAL LINE
---	CONCEPTUAL GAS LINE
---	EXISTING WATER
---	EXISTING GAS
---	EXISTING SEWER
---	SAW CUT LINE
---	RIP RAP
---	CONCRETE
---	NEW FRONTAGE PAVING
1.0%	PROPOSED SLOPE
→	FLOW ARROW
→	SEWER CLEAN OUT
→	WATER SERVICE
→	EXISTING MANHOLE
→	PROPOSED GRADING
→	SPOT ELEVATION NEW CONCRETE
→	GRATE
→	INVERT
→	INVERT ELEVATION
→	LINEAL FEET
→	SLOPE
→	FOOT
→	NORTH
→	EAST
→	WEST
→	SOUTH
→	TOP OF CURB ELEVATION
→	FINISHED SURFACE ELEVATION
→	TOP OF WALL
→	GRADE BREAK
→	FINISH FLOOR ELEVATION
→	HIGH WATER ELEVATION
→	BOTTOM
→	VOLUME

**NOTES**

1. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
2. CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND IMPROVEMENTS.
3. THE EXISTING CONTOURS ON THIS PLAN ARE AT A 1.0' INTERVAL.
4. ALL ELEVATIONS HAVE BEEN TRUNCATED FROM 2400.00 FT



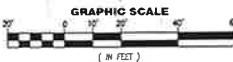
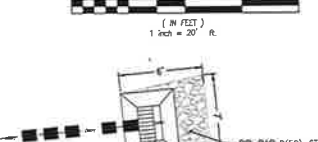
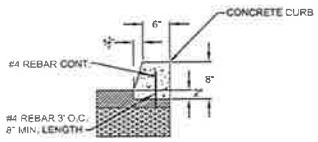
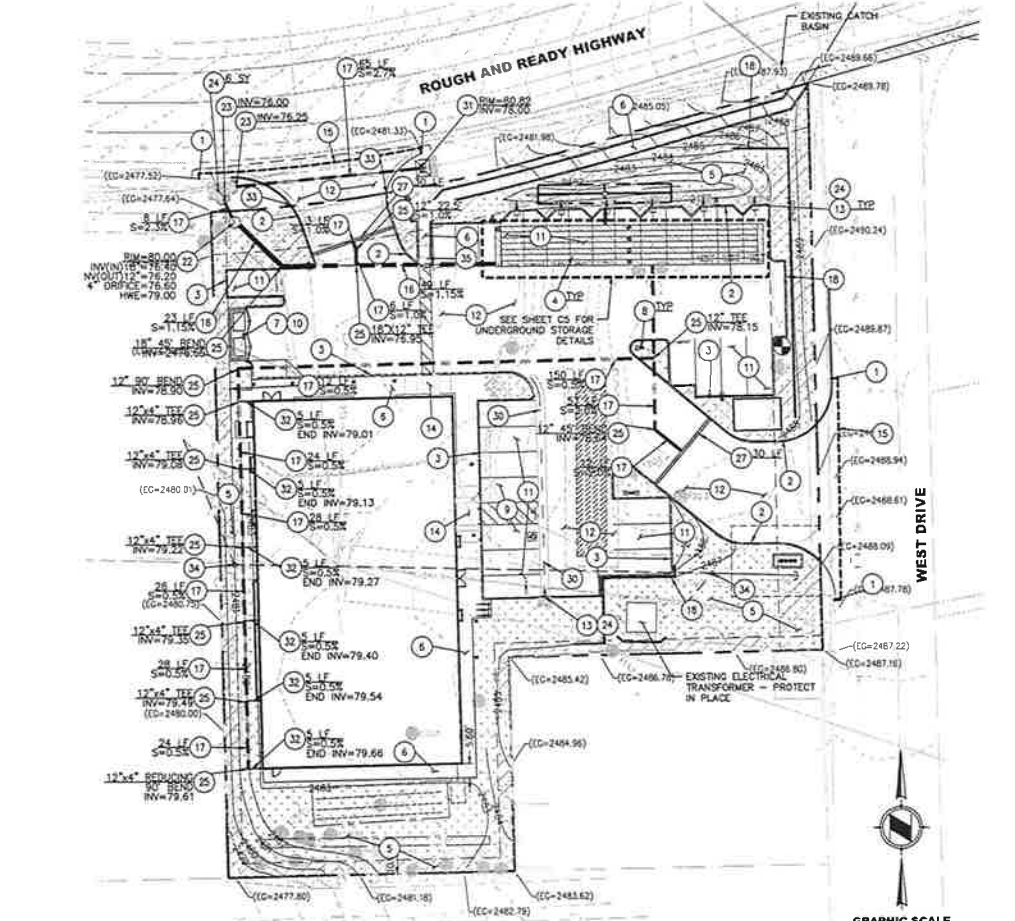
PREPARED UNDER THE DIRECT SUPERVISION OF:  
06-22-16  
ANDREW S. WEEBKE  
R.C.E. No. 74426  
EXPIRES JUNE 30, 2017



DOLLAR GENERAL  
ROUGH AND READY, CALIFORNIA  
GRADING AND PAVING PLAN

**TTG**

06/15/2016  
1"=20'  
JUNE 2016  
C4



DETAIL 1 - SINGLE CURB  
NTS

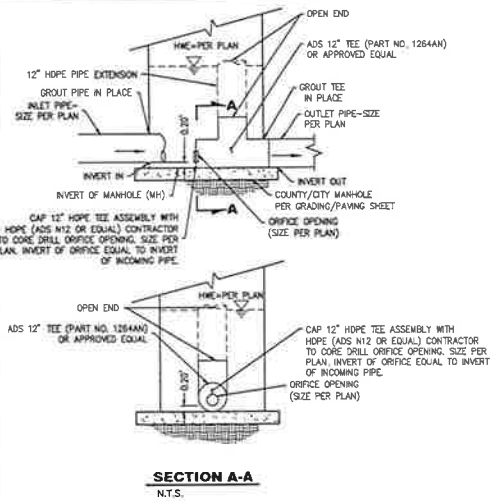
ZURN Z712 TRENCH DRAIN  
NTS

DETAIL 2  
1"=5'

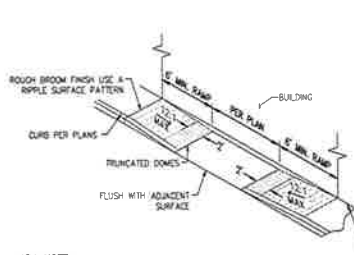
\* DENOTES CONSTRUCTION NOTES USE ON SHEET C5.

Plot: F:\62403135\_Plan\62403135\62403135.dwg - Rough and Ready\Grading and Paving.dwg Plot Date: 6/22/2016 2:23:58 PM

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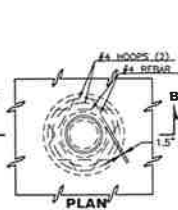
**ORIFICE/FLOW CONTROL TEE INSTALLATION DETAIL**  
N.T.S.



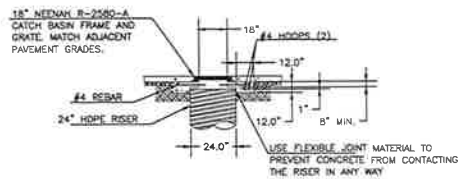
\*ADA NOTE  
ALL RAMPS MUST MEET ADA ACCESSIBILITY GUIDELINES (ADAAG) STANDARDS; 2% MAX CROSS SLOPES AND 1:1 MAX LONGITUDINAL SLOPES. TRUNCATED DOMES AS DETECTABLE WARNING ARE REQUIRED ON ALL ON-SITE RAMPS PER ADAAG SECTION 4.7.7. TRUNCATED DOMES AS DETECTABLE WARNING ARE ALSO REQUIRED ON ALL ON-SITE WALKS THAT CROSS OR ADJOIN A VEHICULAR WAY PER ADAAG SECTION 4.29.5.

**SIDEWALK ACCESS RAMP #1**

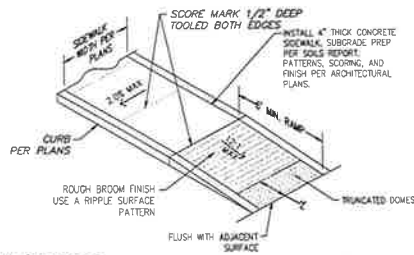
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**REINFORCED CONCRETE CAP AND ACCESS RISER**  
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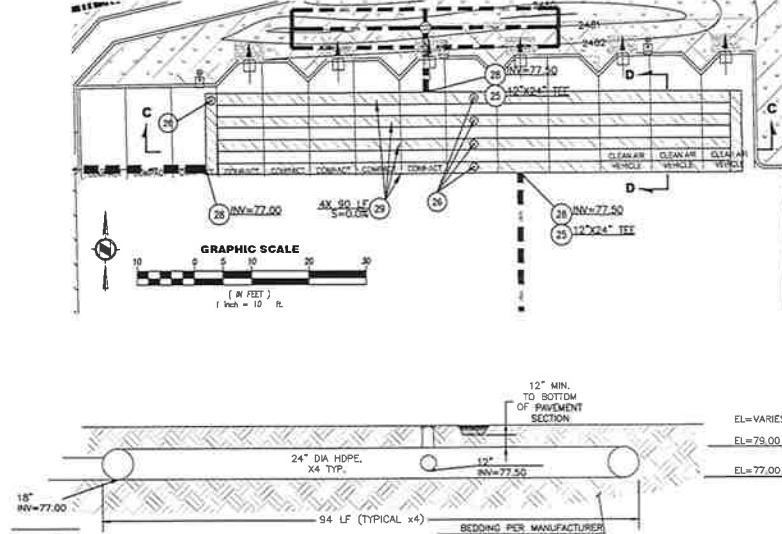


**SECTION B-B**



**SIDEWALK ACCESS RAMP #2**

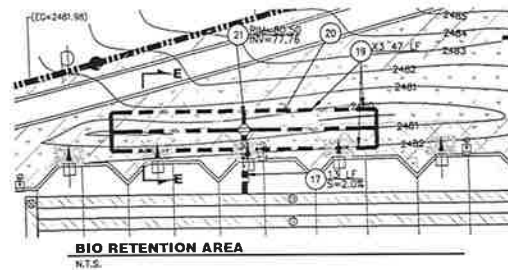
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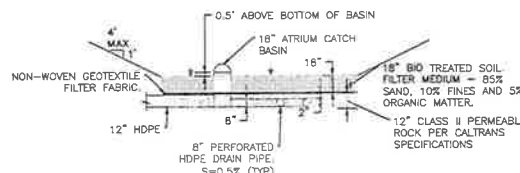
**DETENTION PIPE SECTION C-C**  
N.T.S.



**CURB OPENING DETAIL**  
N.T.S.



**BIO RETENTION AREA**  
N.T.S.



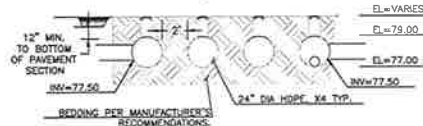
**SECTION E-E  
BIO RETENTION AREA**  
N.T.S.

**CONSTRUCTION KEYNOTES**

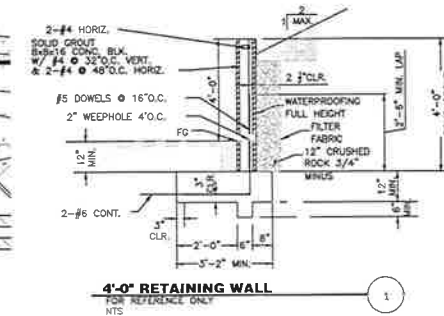
17. INSTALL 12" HDPE STORM DRAIN PIPE (ADS N12 OR EQUAL) SIZE AND SLOPE PER PLAN
18. INSTALL 8" PERFORATED PVC DRAIN PIPE. PERFORATIONS TO BE PLACED DOWN AND DRAINAGE PERFORATED PIPE TO BE CENTERED IN 12" OF CALTRANS CLASS II PERMEABLE ROCK. WRAP 12" ROCK SECTION IN A NON-WOVEN GEOTEXTILE FILTER FABRIC PER GEOTECHNICAL RECOMMENDATIONS.
19. ENGINEERED FILTERED MEDIUM (SOIL) SHALL CONSIST OF 85% SAND, 10% FINES AND 5% ORGANIC MATTER. REFER TO LANDSCAPE PLANS FOR VEGETATION. REFER TO SHEET C8 FOR ADDITIONAL DETAILS.
20. INSTALL CATCH BASIN, NOS 18" SERIES WITH ATRIUM GRATE OPENING. NOS PRODUCT NUMBER 1881. RIM TO BE SET 0.5' ABOVE BOTTOM OF BASIN
21. INSTALL HDPE STORM DRAIN BEND/TEE/CROSS (ADS N12 OR EQUAL) SIZE PER PLAN.
22. INSTALL REINFORCED CONCRETE CAP AND ACCESS RISER PER DETAIL ON SHEET C5. USE GRATE OPENING LID.
23. CONNECT TO 24" CMP PIPE WITH ADS N12 OR EQUAL FITTING PER MANUFACTURERS RECOMMENDATIONS.
24. INSTALL 24" HDPE STORM DRAIN PIPE (ADS N12 OR EQUAL) SEE SHEET C5 FOR DETAILS

**UNDERGROUND RETENTION NOTES**

1. ALL HDPE JOINTS MUST BE WATER TIGHT (UP TO 6' OF HEAD ABOVE TOP OF PIPE)
2. USE CONSTRUCTION MEANS AND METHODS WHICH WILL NOT DAMAGE OR OVERLOAD THE CMP DURING CONSTRUCTION.
3. BEDDING AND INSTALLATION PER MANUFACTURER RECOMMENDATIONS.



**DETENTION PIPE SECTION D-D**  
N.T.S.



**4'-0\"/>**

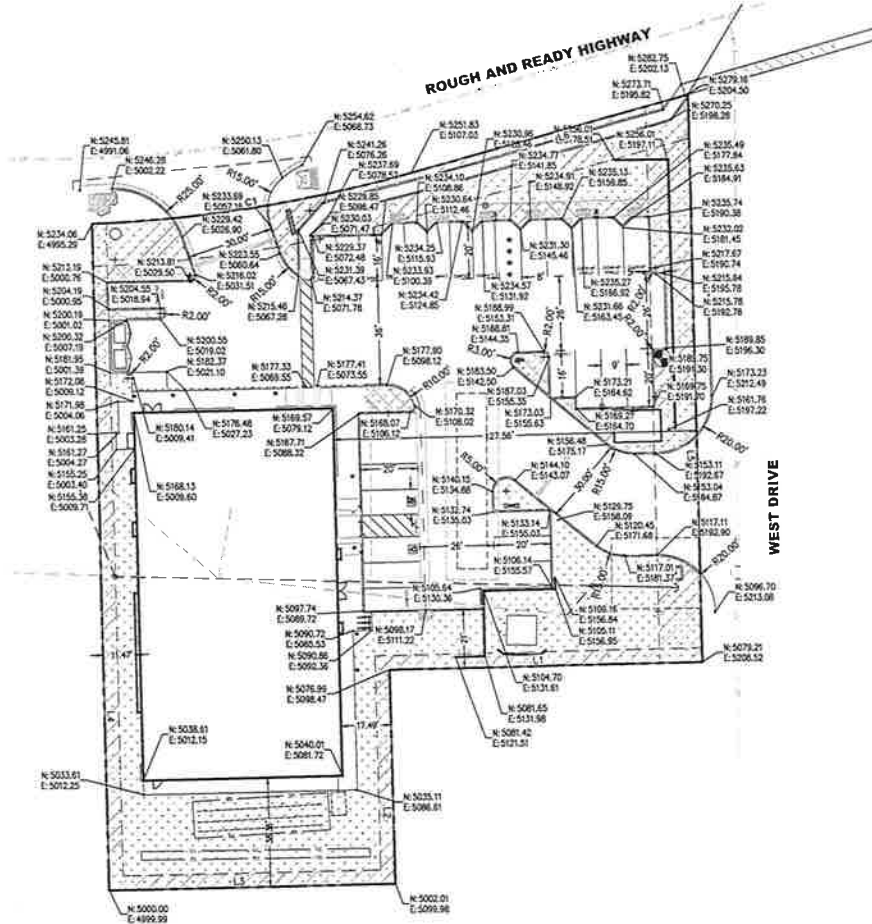
FOR REFERENCE ONLY  
N.T.S.



PREPARED UNDER THE DIRECT SUPERVISION OF:  
[Signature]  
06-22-16  
ANDREW S. WIZEREK DATE  
P.C.E. NO. 74456  
EXPIRES JUNE 30, 2017



DOLLAR GENERAL	
ROUGH AND READY, CALIFORNIA	
GRADING AND PAVING DETAILS	
DRAWN: ASM, MAJ CHECKED: ASM, MAJ APPROVED: ASM, MAJ	<b>TTG</b> 0615003.00 N.T.S. JUNE 2016 C5



**NOTE**  
ALL DIMENSIONS AND POINTS TAKEN FROM THE FACE OF CURB.

BOUNDARY LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N88°31'00"E	110.07'
L2	N01°09'00"W	75.00'
L3	N88°31'00"E	100.00'
L4	S01°09'00"E	234.11'
L5	N01°08'00"W	200.00'
L6	S74°22'00"W	101.24'

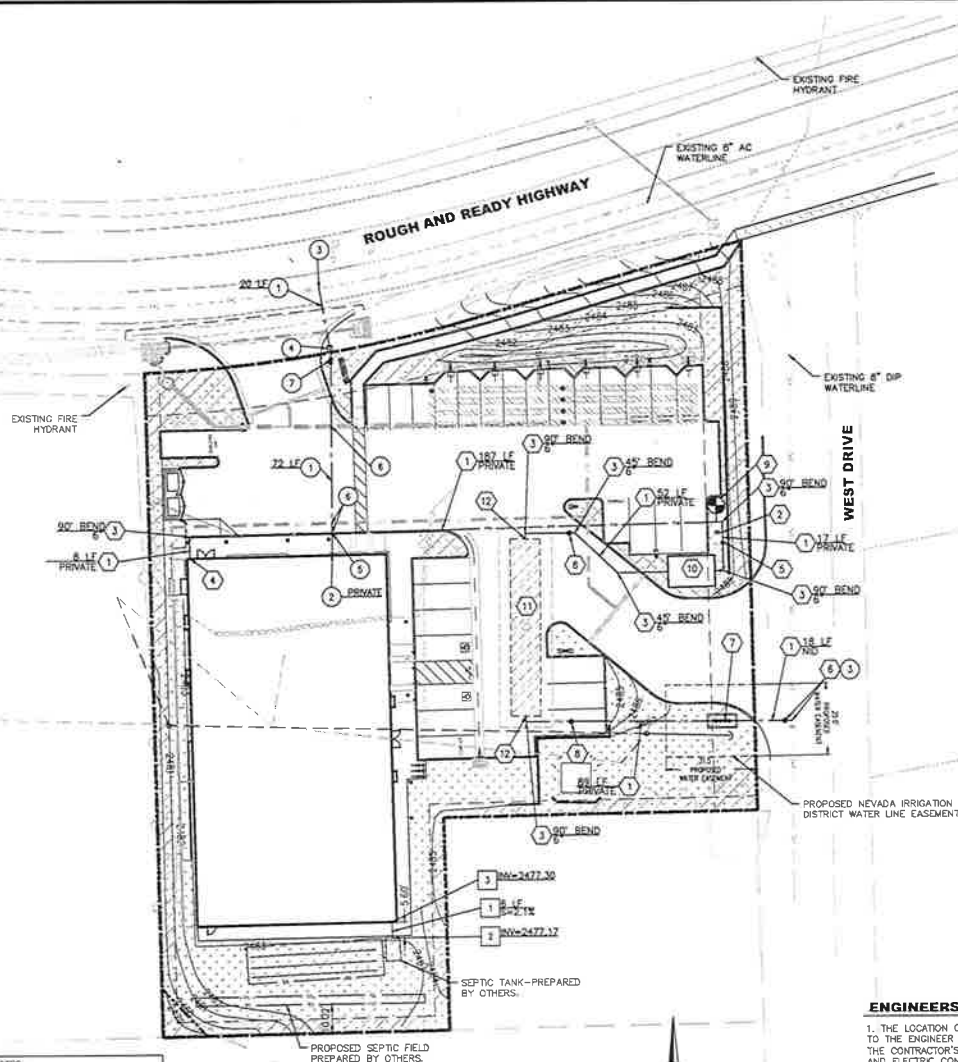
BOUNDARY CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C1	489.97'	131°53'41"	113.39'



PREPARED UNDER THE DIRECT SUPERVISION OF:  
  
 06-22-16  
 ANDREW S. MIZEREX DATE  
 R.C.E. No. 74458  
 EXPIRES JUNE 30, 2017

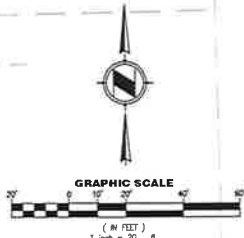


DOLLAR GENERAL ROUGH AND READY, CALIFORNIA	
HORIZONTAL CONTROL PLAN	
DATE	06/15/2016
SCALE	1"=20'
DATE	JUNE 2016
DATE	06/15/2016
C6	



**SEPARATION NOTES:**

1. CONTRACTOR TO MAINTAIN A MINIMUM OF 6" HORIZONTAL SEPARATION BETWEEN THE PROPOSED WATERLINE AND EXISTING SEWERLINE. IF MINIMUM SEPARATION CANNOT BE MAINTAINED EXTRA PROTECTION SHOULD BE UTILIZED.
2. CONTRACTOR TO MAINTAIN A MINIMUM OF 2" VERTICAL SEPARATION BETWEEN THE PROPOSED WATERLINE AND PROPOSED STORM DRAIN. IF MINIMUM SEPARATION CANNOT BE MAINTAINED EXTRA PROTECTION SHOULD BE UTILIZED.



**WATER KEYNOTES**

1. CONSTRUCT NEW 1" COPPER "TYPE K" PIPE WATER SERVICE TO CONFIRM WITH ASTM B-42 PER NEVADA COUNTY STANDARDS AND SPECIFICATIONS. LENGTH PER PLAN. TRENCH PER NEVADA IRRIGATION DISTRICT STD DTL SD1. (WATER SERVICE IS A PRIVATE LINE WITHIN THE LIMITS OF THE PROPERTY, THE WATER METER AND SERVICE UNDER NID ARE NOTED ON THE PLAN)
2. TERMINATE DOMESTIC WATER LINE AT BUILDING. SEE PLUMBING PLANS FOR CONTINUATION OF WATER SERVICE INSIDE BUILDING.
3. CONNECT TO EXISTING WATERLINE. CONTRACTOR TO VERIFY VERTICAL AND HORIZONTAL LOCATION PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES. NEVADA IRRIGATION DISTRICT SHALL MAKE ALL SYSTEM TAP CONNECTIONS.
4. CONSTRUCT 1" WATER METER AND BOX PER NEVADA IRRIGATION DISTRICT STD DTL SD11. (WATER SERVICE IS A PRIVATE LINE WITHIN THE LIMITS OF THE PROPERTY, THE WATER METER AND SERVICE UNDER NID ARE NOTED ON THE PLAN)
5. CONTRACTOR TO MAINTAIN 12" VERTICAL SEPARATION BETWEEN WATER LINES.
6. VERTICALLY REALIGN SERVICE LINE BENEATH STORM DRAIN LINE AND FIRE LINE TO MAINTAIN 2" VERTICAL SEPARATION. CONTRACTOR TO USE MECHANICAL JOINT FITTINGS ON ALL VERTICAL DIP PIPE FITTINGS.
7. CONSTRUCT 1" BACKFLOW PREVENTION DEVICE PER NEVADA IRRIGATION DISTRICT STD DTL SD22 (PRIVATE).

**FIRE KEYNOTES**

1. CONSTRUCT 6" DIP CLASS 350 FIRE LINE. THRUST BLOCK TO BE CONSTRUCTED PER NEVADA IRRIGATION DISTRICT STD DTL SD2. LENGTH PER PLAN (SEE PLAN FOR OWNER).
2. CONSTRUCT REMOTE PDC PER NEVADA IRRIGATION DISTRICT AND NEVADA COUNTY FIRE CONSOLIDATED STANDARDS AND SPECIFICATIONS (PRIVATE).
3. CONSTRUCT DIP BEND OR TEE AS PER MANUFACTURERS RECOMMENDATIONS, ANGLE AND SIZE PER PLAN. ALL BENDS/TEES TO BE CONSTRUCT WITH MECHANICAL JOINT RESTRAINTS AND THRUST BLOCK PER PER NEVADA IRRIGATION DISTRICT STANDARDS AND SPECIFICATIONS. SIZE PER PLAN (PRIVATE).
4. TERMINATE FIRE LINE AT BUILDING. SEE FIRE PROTECTION PLANS (BY OTHERS) FOR CONTINUATION.
5. CONSTRUCT PIV PER NEVADA IRRIGATION DISTRICT AND NEVADA COUNTY FIRE CONSOLIDATED STANDARDS AND SPECIFICATIONS (PRIVATE).
6. CONSTRUCT 8"x6" TAPPING SLEEVE AND VALVE PER NEVADA IRRIGATION DISTRICT STD DTL SD16 (NID).
7. CONSTRUCT 6" FIRE SERVICE DOUBLE DETECTOR CHECK PER NEVADA IRRIGATION DISTRICT STD DTL SD16 (NID).
8. CONSTRUCT 6" GATE VALVE PER NEVADA IRRIGATION DISTRICT STANDARDS AND SPECIFICATIONS (PRIVATE).
9. CONSTRUCT NEW PRIVATE FIRE HYDRANT ASSEMBLY PER NEVADA IRRIGATION DISTRICT STD DTL SD8.
10. CONSTRUCT NEW PRIVATE FIRE PUMP AND PUMP HOUSE (PRIVATE - BY OTHERS).
11. CONSTRUCT 36,000 GALLON UNDERGROUND TANK (PRIVATE - BY OTHERS).
12. CONNECT TO UNDERGROUND WATER TANK PER MANUFACTURERS RECOMMENDATIONS

**SEWER KEYNOTES**

1. CONSTRUCT 4" PVC SEWER PIPE. LENGTH AND SLOPE PER PLAN PER NEVADA COUNTY STANDARDS
2. CONNECT TO PROPOSED SEPTIC SYSTEM (BY OTHERS). SEE SEPTIC SYSTEM PLANS FOR ADDITIONAL INFORMATION.
3. TERMINATE SEWER SERVICE 5' FROM BUILDING. SEE PLUMBING PLANS, CONTINUATION OF SEWER SERVICE INSIDE BUILDING.

**ENGINEERS NOTES**

1. THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES IS BASED ON INFORMATION PROVIDED TO THE ENGINEER BY THE DEVELOPER, UTILITY COMPANIES, AND THE LOCAL MUNICIPALITIES. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL EXISTING UNDERGROUND UTILITIES, TELEPHONE AND ELECTRIC CONDUITS AND STRUCTURES IN ADVANCE OF ANY CONSTRUCTION AND TO OBSERVE ALL POSSIBLE PRECAUTIONS TO AVOID ANY DAMAGE TO SUCH. THE ENGINEER AND/OR OWNER CANNOT GUARANTEE ANY LOCATIONS SHOWN ON THESE PLANS OR THOSE OMITTED FROM SAME.
2. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL CONFIRM ALL GRADES SHOWN AS EXISTING. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES AND AWAIT A RESPONSE PRIOR TO BEGINNING CONSTRUCTION.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE, VERIFY, AND ACCEPT ALL CONSTRUCTION STAKES PRIOR TO CONSTRUCTION.
4. ANY AND ALL ITEMS EXISTING SHALL BE PROTECTED BY CONTRACTOR AND IF ANY ITEM(S) MUST BE REMOVED IN ORDER TO FACILITATE CONSTRUCTION, CONTRACTOR SHALL REPLACE THE ITEM(S) TO THE SAME OR BETTER CONDITION THAN IT WAS BEFORE REMOVAL.
5. ALL CONSTRUCTION TO CONFORM TO STATE AND LOCAL CODES AND REQUIREMENTS.
6. EASEMENTS MUST BE STAKED PRIOR TO CONSTRUCTION TO CONFIRM PLACEMENT OF NID FACILITIES WITHIN EASEMENT.

**NOTE:**

1. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
2. CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND IMPROVEMENTS.
3. THE EXISTING CONTOURS ON THIS PLAN ARE AT A 1.0' INTERVAL.
4. ALL ELEVATIONS HAVE BEEN TRUNCATED FROM 24XX.XX.
5. DOMESTIC WATER SERVICE IS A PRIVATE LINE WITHIN THE LIMITS OF THE PROPERTY, THE WATER METER AND SERVICE UNDER NID ARE NOTED ON THE PLAN.
6. THE FIRELINE FROM THE TAP TO THE BFD SHALL BE NID OWNED. IMPROVEMENTS BEYOND THE DISCHARGE SIDE OF THE BFD SHALL BE CONSIDERED PRIVATE.

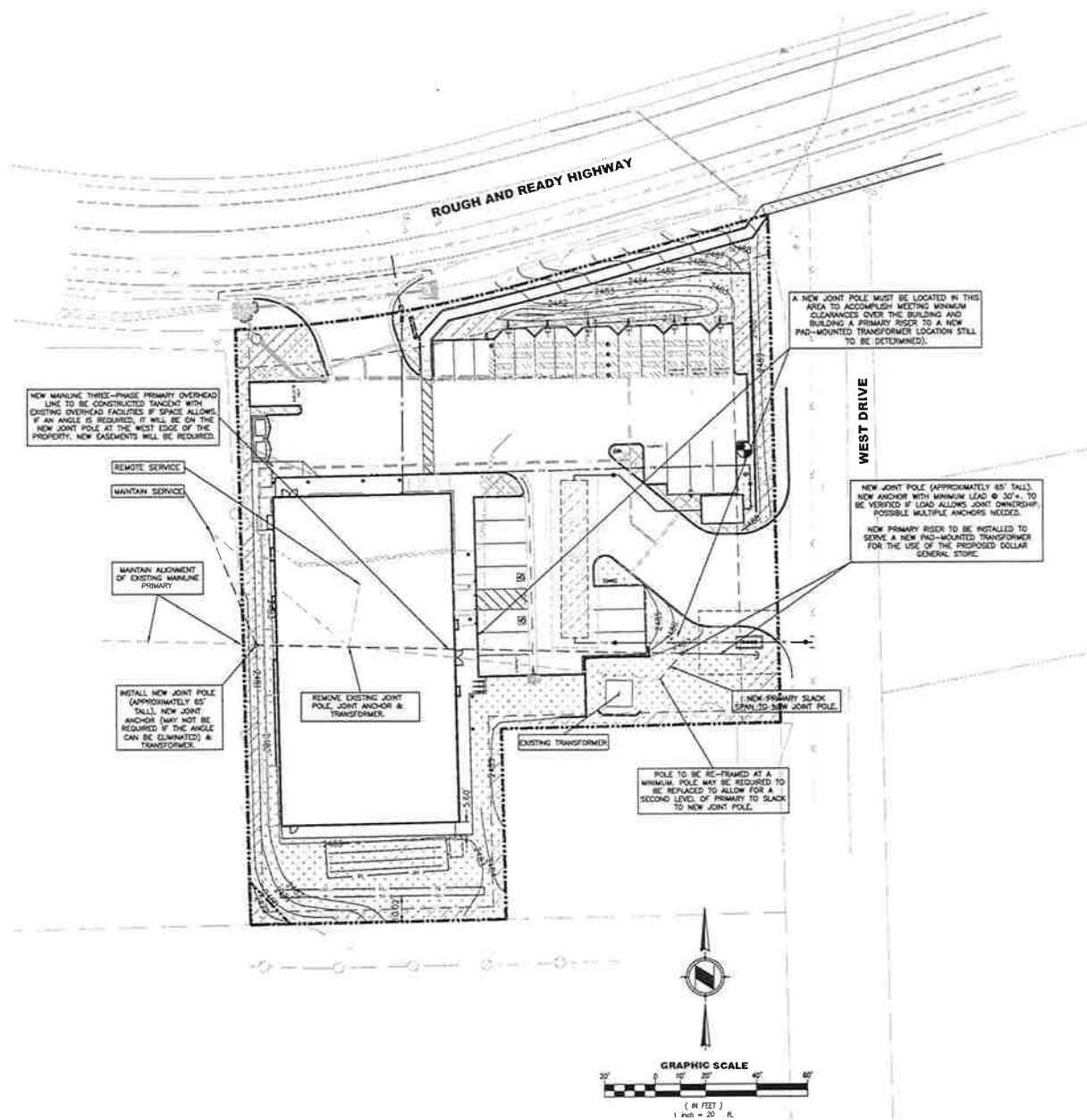


PREPARED UNDER THE DIRECT SUPERVISION OF:  
06-22-18  
JUN 2018  
C7

DOLLAR GENERAL  
ROUGH AND READY, CALIFORNIA  
UTILITY PLAN

TTG


C7



NOTE:

1. THIS PLAN SHOWS THE CONCEPTUAL THREE-PHASE OVERHEAD POWER RE-ROUTING. FINAL ELECTRICAL PLANS WILL BE PREPARED BY PG&E.

Underground Service Alert  
Call TOLL FREE  
1-800-227-2600  
TWO WORKING DAYS BEFORE YOU DIE

PREPARED UNDER THE DIRECT  
SUPERVISION OF  
 06-22-1  
ANDREW S. MIZEHEK DATE  
R.C.E. No. 74456  
EXPIRES JUNE 30, 2017



DOLLAR GENERAL  
ROUGH AND READY, CALIFORNIA  
CONCEPTUAL ELECTRICAL MODIFICATIONS

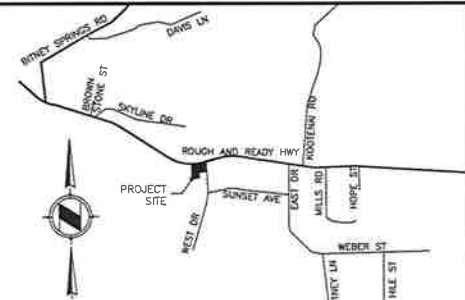
TTG

0615003.00	
1"=20'	
JUNE 2016	
DATE	C7.1



# STORMWATER SOIL LOSS PREVENTION PLAN

FOR  
**DOLLAR GENERAL**  
GRASS VALLEY, CA



**VICINITY MAP**  
NTS

## CIVIL ENGINEER

TTG ENGINEERS  
4300 N. MILLER ROAD, SUITE 122  
SCOTTSDALE, AZ 85251  
PHONE: 602-371-1333  
FAX: 602-371-0675  
CONTACT: MIKE JACKSON

## OWNER

SIMON CRE HARLEY V, LLC  
5111 N. SCOTTSDALE RD, SUITE 200  
SCOTTSDALE, AZ 85250  
PHONE: 480-745-1956  
FAX: 480-568-4150  
CONTACT: JOSHUA SIMON

## ARCHITECT

WPA ARCHITECTS INC.  
3576 30TH STREET  
SAN DIEGO, CA 92104  
P: 619.236.0555  
F: 619.236.0557

## DISTURBED AREA

43,560 - SF

## CONSTRUCTION DATES

MAY 2016 - SEPT 2016

## BEST MANAGEMENT PRACTICES (BMP'S) NOTES:

- BEST MANAGEMENT PRACTICES (BMP'S) CONTAINED HEREIN REFLECT MINIMUM REQUIREMENTS. ALTERNATE METHODS PROVIDING EQUAL OR GREATER PROTECTION MAY BE UTILIZED. FOR ADDITIONAL BMP'S REFER TO CALIFORNIA STORMWATER BMP HANDBOOKS, AVAILABLE AT [WWW.CABMPHANDBOOKS.COM](http://WWW.CABMPHANDBOOKS.COM).
- IN THE EVENT THAT THE DISTURBED AREA EXCEEDS 1.0 ACRES, A FULL SWPPP WILL BE REQUIRED.
- NON-STORMWATER DISCHARGES ARE PROHIBITED FROM ENTERING ANY STORM DRAIN SYSTEM AND/OR STREET.
- POLLUTANTS SHALL BE REMOVED FROM STORMWATER DISCHARGES TO THE MAXIMUM EXTENT PRACTICABLE (MEP) THROUGH DESIGN & IMPLEMENTATION OF THE SWPPP.
- A STANDBY CREW FOR EMERGENCY WORK SHALL BE AVAILABLE AT ALL TIMES DURING THE RAINY SEASON (NOV. 1 TO APR. 15). NECESSARY MATERIALS SHALL BE AVAILABLE ON SITE AND STOCKPILED AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF TEMPORARY DEVICES OR DAMAGED EROSION CONTROL MEASURES OR SEDIMENT CONTROL MEASURES WHEN RAIN IS IMMINENT.
- PORTABLE SANITARY FACILITIES SHALL BE LOCATED ON RELATIVELY LEVEL GROUND AWAY FROM TRAFFIC AREAS, DRAINAGE COURSES, AND STORM DRAIN INLETS.
- EMPLOYEES, SUBCONTRACTORS AND SUPPLIERS SHALL BE EDUCATED ON ALL BMP'S INCLUDING CONCRETE WASTE STORAGE AND DISPOSAL PROCEDURES.
- SEDIMENT CONTROL PRACTICES SHALL EFFECTIVELY PREVENT A NET INCREASE OF SEDIMENT LOAD IN STORMWATER DISCHARGE.

## CONSTRUCTION NOTES:

- INSTALL SANBAG BERM PROTECTION PER NEVADA COUNTY DEVELOPMENT STANDARD PLATE NO. BMP A. SEE SHEET C9 FOR DETAILS.
- CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE PER NEVADA COUNTY DEVELOPMENT STANDARD PLATE NO. BMP C. SEE SHEET C9 FOR DETAILS.
- PROVIDE EROSION CONTROL AS NECESSARY PER NEVADA COUNTY DEVELOPMENT STANDARD PLATE NO. BMP D. SEE SHEET C9 FOR DETAILS.
- PROVIDE A CONCRETE WASTE DISPOSAL AREA PER NEVADA COUNTY DEVELOPMENT STANDARD PLATE NO. BMP F. EXACT LOCATION OF THE EQUIPMENT MAINTENANCE AREA TO BE DETERMINED BY CONTRACTOR. SEE SHEET C9 FOR DETAILS.
- CONSTRUCT A SILT FENCE PER NEVADA COUNTY DEVELOPMENT STANDARD PLATE NO. BMP H. SEE SHEET C9 FOR DETAILS.



PREPARED UNDER THE DIRECT SUPERVISION OF:

06-22-16

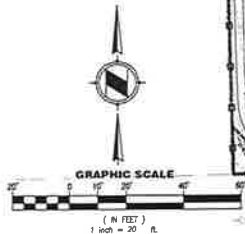
ANDREW S. WIZERER DATE  
P.O.E. No. 14455  
EXPIRES JUNE 30, 2017



DOLLAR GENERAL  
ROUGH AND READY, CALIFORNIA  
STORMWATER SOIL LOSS PREVENTION PLAN

**TTG**

PROJECT NO. 0613003.00  
SCALE 1"=20'  
DATE JUNE 2016  
SHEET C8

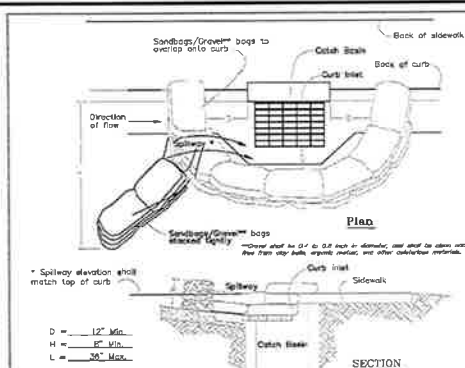


## LEGEND

- SAWCUT LINE
- SILT FENCE
- STONE TRACKING MAT
- INLET PROTECTION/SANDBAG BEAM
- RRP RAP
- NEW FRONTAGE PAVING
- FLOW ARROW

## BERM PROTECTION NOTE

- CONTRACTOR TO INSTALL SANBAG BERM PROTECTION IN THESE AREAS IMMEDIATELY AFTER THE CONSTRUCTION OF THE PROPOSED CURB, GUTTER AND CURB OPENING.

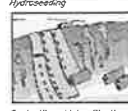


#### Notes:

1. Catch Basin/Inlet protection shall be installed whenever there is a potential of stormwater or non-stormwater being discharged into it.
2. Inlet protection is required along with other pollution prevention measures such as: erosion control, soil stabilization, and measures to prevent tracking onto paved surfaces.
3. Inlet protection is needed to avoid creating traffic hazards.
4. Include inlet protection measures at all culverts, ditches and pipe drainage swales.
5. Inlet protection shall be installed and accumulated sediments removed. Sediment shall be disposed of properly and in a manner that ensures that the sediment does not enter the storm drain system.
6. Damaged bags shall be replaced immediately.
7. Additional sandbag sediment traps shall be placed at intervals as indicated on site plan.

### A CATCH BASIN/INLET PROTECTION

DATE	BY	DATE	BY	DATE	BY
06/22/16	MM	06/22/16	MM	06/22/16	MM
06/22/16	MM	06/22/16	MM	06/22/16	MM
06/22/16	MM	06/22/16	MM	06/22/16	MM



#### Notes:

1. Soil/Stabilization practices shall be designed to preserve existing vegetation where feasible and to revegetate open areas as soon as feasible after grading. These control practices shall include temporary seeding, permanent seeding, mulching, soil stabilization, vegetative buffer strips, protection of trees, or other soil stabilization practices.
2. Soil stabilization shall be implemented on all exposed disturbed areas from October 1 thru May 30 and on all disturbed areas during a rain event or potential rain.
3. Stabilization practices shall conform to the standards of the California Department of Transportation (Caltrans) and the National Highway Construction Service at 5000 California Avenue, Sacramento, CA 95820-0725. Manual (M&T) 135-2987.
4. Stabilization practices shall be implemented in conjunction with sediment trapping/filtration practices and practices to reduce the tracking of sediment onto paved roads.
5. When using straw mulching, the minimum application shall be 2 tons/acre. Mulch must be anchored immediately to minimize loss by wind or water.
6. When using hydroseeding/mulching, the minimum application of wood fiber shall be 1,500 lbs/acre, that does not contain more than 50 percent newspaper.
7. For seeding recommendations, contact: USDA, National Resource Conservation Service at 5000 California Avenue, Sacramento, CA 95820-0725. Manual (M&T) 135-2987.
8. When using hydraulic mulch, the application shall be between 1 to 2 tons per acre.
9. Geotextiles, mats, plastic covers and erosion control blankets should be considered when disturbed soils may be particularly difficult to stabilize.
10. For geotextiles, mats, and erosion control blankets, installation should be in accordance with manufacturer recommendations. Typically overlap of geotextiles/mats edges is 2 to 3 ft, and stapled every 6 ft, when to be applied, place blankets end-over-end (single style) with 6 in. overlap and staple through overlapped area, approximately 12 in. apart.

### D EROSION CONTROL

DATE	BY	DATE	BY	DATE	BY
06/22/16	MM	06/22/16	MM	06/22/16	MM
06/22/16	MM	06/22/16	MM	06/22/16	MM
06/22/16	MM	06/22/16	MM	06/22/16	MM



#### Notes:

1. Sediments and other materials shall not be tracked from the site by vehicle traffic. The construction entrance roadways shall be stabilized so as to prevent sediments from being deposited into the public roads. Sediment deposited on the roadway must be swept up immediately and may not be washed down by rain or other means into the storm drain system. See Type 1 and Type 2 details.
2. Stabilized construction entrance shall be:
  - a. Located at any point where traffic will be entering or leaving a construction site to or from a public right of way, street, alley, and sidewalk or parking area.
  - b. A series of steel plates with "tumble strips", and/or min >3" to <6" crushed aggregate with length, width & thickness as needed to adequately prevent any tracking onto paved surfaces.
3. Adding a wash rack with a sediment trap large enough to collect all wash water can greatly improve efficiency.
4. All vehicles accessing the construction site shall utilize the stabilized construction entrance sites.
  - a. Remove all sediment deposited on paved roadways immediately.
  - b. Sweep paved areas that receive construction traffic whenever sediment becomes visible.
  - c. Discharge washing with water is prohibited if it results in a discharge to the storm drain system.

### C STABILIZED CONSTRUCTION ENTRANCE/EXIT

DATE	BY	DATE	BY	DATE	BY
06/22/16	MM	06/22/16	MM	06/22/16	MM
06/22/16	MM	06/22/16	MM	06/22/16	MM
06/22/16	MM	06/22/16	MM	06/22/16	MM

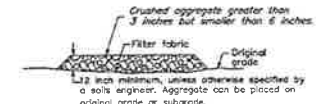


#### Notes:

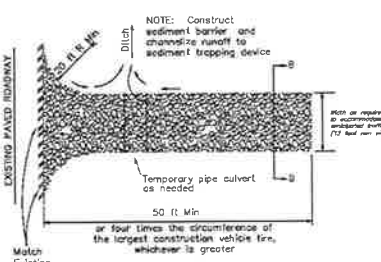
1. Excess and waste concrete shall not be washed into the street or into a drainage system.
2. For wastout of concrete and mortar products, a designated containment facility of sufficient capacity to retain liquid and solid waste shall be provided on site and disposed of properly off site.
3. Slurry from concrete and crushed saw cutting shall be vacuumed or contained, dried, picked up and disposed of properly.

### F CONCRETE WASTE MANAGEMENT

DATE	BY	DATE	BY	DATE	BY
06/22/16	MM	06/22/16	MM	06/22/16	MM
06/22/16	MM	06/22/16	MM	06/22/16	MM
06/22/16	MM	06/22/16	MM	06/22/16	MM



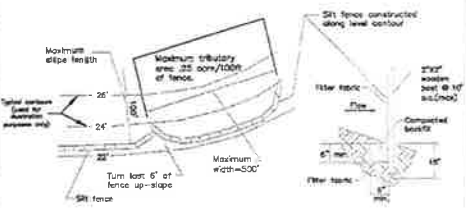
#### SECTION B-B



### TYPE 1 GRAVEL ENTRANCE/EXIT

### C-1 STABILIZED CONSTRUCTION ENTRANCE/EXIT

DATE	BY	DATE	BY	DATE	BY
06/22/16	MM	06/22/16	MM	06/22/16	MM
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06/22/16	MM	06/22/16	MM	06/22/16	MM

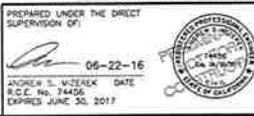


#### Notes:

1. Construct the silt fence along a level contour.
2. Silt fences shall remain in place until the disturbed area is permanently stabilized.
3. Provide sufficient room for runoff to pond behind the fence and allow sediment removal equipment to pass between the silt fence and toe of slope or other obstructions. About 1200 sq. ft. of ponding area shall be provided for every acre draining to the fence.
4. Turn the ends of the filter fence uphill to prevent stormwater from flowing around the fence.
5. Leave an undisturbed or stabilized area immediately downslope from the fence.
6. Do not place in two stream or intermittently flowing channels.
7. When standard filter fabric is used, a wire mesh support fence shall be fastened securely to the upslope side of the posts using heavy-duty (0.5 inch) wire staples at least 1.75 inches long, tie wires or hog rings.
8. Filter fabric shall be woven polypropylene geotextile with a minimum width of 36 inches and a minimum tensile strength of 100 lb. force.
9. Wood stakes shall be commercial quality lumber no less than 2 inch by 2 inch. Wood stakes shall be driven to a depth of no less than 18 inches from surface.

### H SILT FENCE

DATE	BY	DATE	BY	DATE	BY
06/22/16	MM	06/22/16	MM	06/22/16	MM
06/22/16	MM	06/22/16	MM	06/22/16	MM
06/22/16	MM	06/22/16	MM	06/22/16	MM



DOLLAR GENERAL  
ROUGH AND READY, CALIFORNIA

STORMWATER SOIL LOSS PREVENTION PLAN DETAILS

TTG

PREPARED UNDER THE DIRECT SUPERVISION OF:  
06-22-16  
ANDREW S. WEERICK  
DATE  
S.C.E. No. 14458  
EXPIRES JUNE 30, 2017

C9





**Tyler Barrington**

**From:** Marilyn Nyborg <marilyn@nydow.com>  
**Sent:** Wednesday, February 01, 2017 4:12 PM  
**To:** Tyler Barrington  
**Subject:** GOOD GRIEF



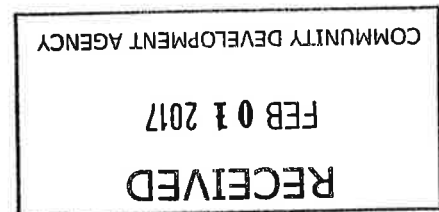
How many dollar stores are needed in a small community? We have them big and we have them small.  
Now I suggest we need NON at all!

Please take these plans and go elsewhere. Thank you

Marilyn Nyborg

Georgia Dow

Diane Snoden



## Tyler Barrington

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**From:** elizabeth dieter <elizabethdieter@yahoo.com>  
**Sent:** Tuesday, January 31, 2017 10:52 PM  
**To:** Tyler Barrington  
**Subject:** Dollar general

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Mr Barrington,

I write to you as a concerned and frustrated taxpayer. I am of the very firm opinion that Nevada County does not need three more Dollar General stores. In fact, I am of the very firm opinion that our county doesn't need ANY more Dollar General stores. These stores are completely useless to the economic development of our county and replace our local environment with poorly built, ugly buildings not meant to last more than 15 years. This is not what our county is about. I urge you to refuse any application for permit to this waste of our environment.

Kindly,  
Elizabeth Dieter

Sent from Marita's iPad



## Tyler Barrington

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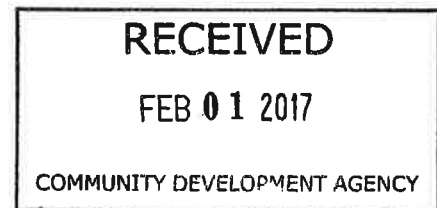
**From:** marie Wolfe <mooninaphrodite@yahoo.com>  
**Sent:** Tuesday, January 31, 2017 6:52 PM  
**To:** Tyler Barrington  
**Subject:** Dollar General

Hello Mr Barrington,

I live in Grass Valley and I oppose the building or leasing of any new dollars stores in our area. Three is more than enough. We do not need any more! We don't need any more cheap products from China being shipped and trucked into our area.

Please do not approve the proposed projects from Simon CRE on behalf of Dollar General Corporation. I am aware that the county would love the tax revenue, however more important than this is to keep money in the pockets of our local businesses, to encourage our community to start and grow local business and to keep our beautiful rural areas rural.

Thank you,  
Marie Wolfe  
Small business owner



## **Tyler Barrington**

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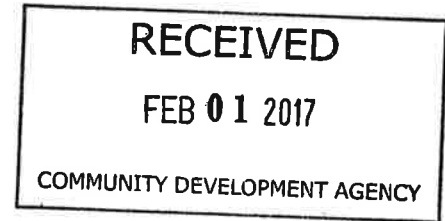
**From:** Randi or Remo or Napala Pratini <ttoillep@earthlink.net>  
**Sent:** Tuesday, January 31, 2017 6:19 PM  
**To:** Tyler Barrington  
**Subject:** No more dollar stores

We had 3 dollar stores already. Why add more to an oversaturated market. The merchandise they offer is unsustainable and shoddy.

NO MORE

Thank you.

Randi Pratini  
Nevada City CA.



## Tyler Barrington

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**From:** Genna Pieri <gennapi@yahoo.com>  
**Sent:** Wednesday, February 01, 2017 7:52 AM  
**To:** Tyler Barrington  
**Subject:** No to dollar stores!

I have lived and taught here for 22 years. I am always shocked when I go down the hill by what a haven Nevada county is! Please preserve our landscape's beauty and take a stand against more ugly crap from China that will end up in our landfill by opposing the dollar stores! Thank you. Genna Pieri  
530.559.8559

Sent from my iPhone



## Tyler Barrington

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**From:** Carol Bader <carolbader1@gmail.com>  
**Sent:** Wednesday, February 01, 2017 7:41 AM  
**To:** Tyler Barrington  
**Subject:** Dollar Stores

No to any more Dollar Stores in our community!!

Carol Bader  
322 Bridge Way  
Nevada City



## Tyler Barrington

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**From:** Jerre <hellojerre@gmail.com>  
**Sent:** Tuesday, January 31, 2017 5:40 PM  
**To:** Tyler Barrington  
**Cc:** Jerre's Email  
**Subject:** 🌻 3 Dollar General Stores



Hello Tyler Barrington,

I'm writing to voice my vote  
in opposition  
to the three Dollar General Stores that are proposed for Nevada County.

In my opinion we do Not need outsider owned stores like that in this community.

It will undermine our local small based businesses, cause more traffic problems, more infrastructure issues etc. Just to name a few major problems these would create.

Our community thrives on it's quaint, creative, locally owned stores that nurture and support our residence and our income. Local money is said to circulate 7 times through the community before it leaves. These large corporations will take the money out of our circulation immediately. This will leave us with practically no benifits and all the deficits it brings to our county. X 3. !!□

Please Oppose these stores for the sake of our local small businesses.

Thank you 😊

Jerrelynn Fling 🌻



## Tyler Barrington

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**From:** Monica Hughes <monhughes88@gmail.com>  
**Sent:** Tuesday, January 31, 2017 8:12 PM  
**To:** Tyler Barrington  
**Subject:** Dollar stores

Please no more dollar stores!! We already have 3, that's plenty.  
Monica Hughes  
Grass Valley, 95945



## **Tyler Barrington**

---

**From:** isabela@sonic.net  
**Sent:** Wednesday, February 01, 2017 1:15 PM  
**To:** Tyler Barrington  
**Subject:** NO to 3 Dollar Stores in Nevada Co.

I oppose the 3 Dollar Stores proposed for Alta Sierra... Rough and Ready... and Penn Valley, in Nevada County, CA.

Elizabeth Briggson

Big Oak Valley, CA. 95977



## Tyler Barrington

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**From:** Cindy Bailey <sindeebec@yahoo.com>  
**Sent:** Wednesday, February 01, 2017 6:42 PM  
**To:** Tyler Barrington  
**Subject:** The Draft Environmental Impact Report (EIR) for the three Dollar General projects

Good evening Mr. Barrington.

I am against these stores being built.

We already have stores that provide this type of merchandise.

At some point, we as Nevada County consumers need to stop promoting corporations that do not fit in with a lifestyle that I want here. I want to support local products and local owners. Healthy choices that make a difference to the local owners, not a corporation and its profits to stock holders that are looking to make money off of promoted and addictive consumer spending.

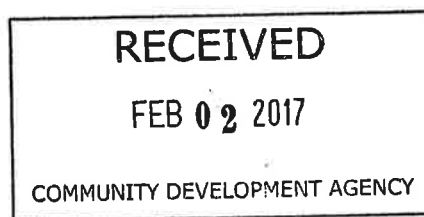
Priorities: children, education, and the environment. How will these stores help that?

The bigger picture that I notice is that land owners lease the land for business, go out of business and then leave an empty building on what used to be beautiful land. We are going to keep building, building, building and the beauty of Nevada County will slowly disappear.

I hope these projects get turned down. I hope if most of us don't want this project that it does not happen and our opinions matter.

Sincerely,

Cynthia Bailey  
137 Boulder St Apt F  
Nevada City, CA 95959  
530-559-3369



## Tyler Barrington

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**From:** K & S Porter <porter@burmaoaks.com>  
**Sent:** Wednesday, February 01, 2017 10:23 AM  
**To:** Tyler Barrington  
**Subject:** Dollar General Stores

HI, My name is Shirley Porter and I live near Cedar Ridge in Nevada County. I want to make a comment on the 3 new Dollar Stores in the planning process. WE DON'T NEED ANYMORE DOLLAR STORES. This is a small community and we already have several dollar type stores - so 3 more are overkill. Please say no to this invasive idea.

Thanks,

Shirley Porter

--

[porter@burmaoaks.com](mailto:porter@burmaoaks.com)  
530-272-7380

RECEIVED

FEB 02 2017

COMMUNITY DEVELOPMENT AGENCY

## Tyler Barrington

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**From:** Katherine Porebski <kporebski@sbcglobal.net>  
**Sent:** Wednesday, February 01, 2017 2:10 PM  
**To:** Tyler Barrington  
**Subject:** NO MORE \$ STORES IN NEVADA COUNTY!

Hello,

As I Realtor I'm concerned about the impression of multiple Dollar stores everywhere around the County.

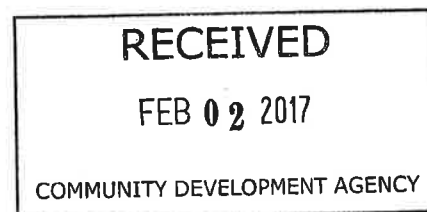
We attract affluent relocation's from the Bay Area and Southern CA, and Dollar Stores give the impression of poverty, and lack individuality and uniqueness.

We have enough Dollar Stores with the Chinese crap to satisfy the population here - NO MORE!

Thank you,

Katherine

Katherine Porebski, REALTOR(R)  
BA, CNE, E-PRO, CDPE, SRES  
Coldwell Banker.  
Licensed in CA, #01304669  
[KPorebski@sbcglobal.net](mailto:KPorebski@sbcglobal.net)  
Cell: 530.913.4056

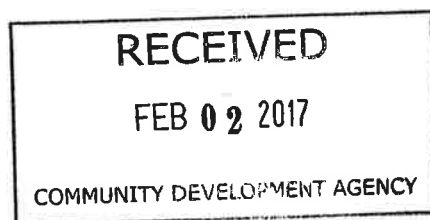


## Tyler Barrington

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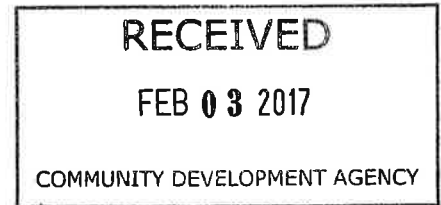
**From:** sue haddon <haddonsue@gmail.com>  
**Sent:** Wednesday, February 01, 2017 4:40 PM  
**To:** Tyler Barrington  
**Subject:** Dollar General Stores

Dear Mr Barrington, I just got off the phone talking with you about the proposed Dollar General stores. Thank you for your time with this. In my opinion these stores don't service our population. Their items aren't discounted and they have limited inventory. I don't doubt that these proposed sites might need other services, like a mom and pop grocery store, but a corporate business with few items of interest doesn't foot the bill. Thanks for listening. Sincerely, Sue Haddon, 136 Boulder Street, Nevada City, CA --- Resident for 35 years---530-265-4695



January 30, 2017

Tyler Barrington, Principal Planner  
950 Maidu Avenue, Suite 170  
Nevada City, CA 95959-8617



RE: Proposed Dollar General on Rough & Ready Hwy. PUBLIC COMMENT

Dear Mr. Barrington,

I am an owner-resident at 10300 Jitney Lane, Grass Valley, CA 95945 only a few blocks from the proposed Dollar General on Rough & Ready Hwy in Grass Valley. I have many concerns I would like to share with the planning department and board of supervisors.

EIR: There are two environment effects listed in the draft EIR that can't be mitigated being Aesthetics and Land Use. I'd like to address both of these separately.

**Aesthetics** - Clearly, the Dollar General stores no matter which design you pick are an eye sore. But what is worst for the proposed Rough & Ready site is that is mainly residential with small commercial (neighborhood business) type stores, a church. A Dollar General does not fit into the neighborhood and most importantly **ISN'T NEEDED**. All the other additions in the last 27 years I've lived in my house, have been things the neighborhood needed or they were a good fit with a residential mixed commercial area. There are so many shopping opportunities within 2-3 miles of my residence including Safeway, A-Z Hardware, several small markets and all of downtown Grass Valley is only 2 miles away.

**Land Use** - The County must not approve more changes to the general plan and allow businesses such as Dollar General to move into our beautiful neighborhoods. I am pro-growth but I'm not in support of ruining neighborhoods in Grass Valley just to support the business plan of Dollar General. Dollar General not only doesn't care about how they fit into our communities, they don't care if they make a profit. They just need to show growth to their stock holders. This is well known information. It would be hugely detrimental to the residence of the Sunset Area to have a large box store across the street. This shouldn't be allowed and the residents of the area are asking for your support in keeping this a beautiful community that attracts new residents.

**Dollar General** - This company has a business plan that only has a goal of satisfying its stockholders. There is **ABSOLUTELY NO REASON** anyone in Nevada County would want **FOUR** Dollar General Stores in our small, rural community. I have driven by the Brunswick store many, many times over the last few months and never see more than 2-4 cars in the parking lot. Dollar General opens and closes stores all over the country. **DO NOT ALLOW** Nevada County to be another victim in their less than honorable business plan.

In reading Dollar General's economic plan their model says there should be a Dollar General in every 12.5 mile Radius zone. This is ridiculous and just doesn't fit the growth needed in Nevada County. Let's support businesses that we want in our community, not corporations like Dollar General.

The residents have already started picketing the area and we will continue to fight this store from being approved and built. Your consideration and scrutiny of this project on behalf of the residence is greatly appreciated. It is not in the best interest of the community for the planning department to recommend any land use change for this project.

A handwritten signature in black ink, appearing to read "Susan Egan", with a long, sweeping horizontal line extending to the right.

Susan Egan  
Owner  
10300 Jitney Lane  
Grass Valley, Ca 95945  
530-274-3212

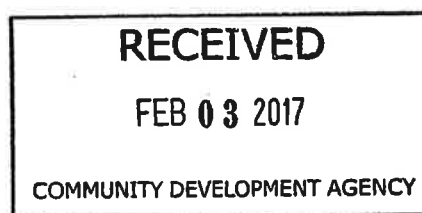
## Tyler Barrington

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**From:** Kamara Garcia <krismom7@gmail.com>  
**Sent:** Thursday, February 02, 2017 12:27 PM  
**To:** Tyler Barrington  
**Subject:** 3 more Dollar Generals

This may be too late but wanted to email in case- I feel strongly that we definitely DO NOT need yet ANOTHER dollar store around here :( There are enough by far already.  
Sincerely, Kamara Garcia concerned Nevada City resident

--  
"..and St. Francis said to the almond tree 'Sister, speak to me of love', and the almond tree blossomed."





Tyler Barrington, Principal Planner  
950 Maidu Ave. Suite #170  
Nevada City, CA 95959

February 3, 2017

RE: The Dollar General Store: December 2016 DEIR  
For Alta Sierra

Mr. Barrington,

I find myself in a very difficult position of asking you and any other decision makers related to this request, to allow me to replace my "No \$ General" submission, dated January 30, 2017. I hand delivered the original to your office with copies to those listed on Page 6. I hand delivered a copy for Ed Scofield in the BOS office. This was on Tuesday, January 31 2017 at 4:50 p.m. Circumstances were as follows:

- Despite the fact that I had spent most days weekly preparing multiple DRAFTS I still believed that, I could be finished on Monday. On Tuesday, I saw many redundancies.
- I don't work at all well under pressure, so throughout the day I was feeling it due to the deadline and developing what I thought was an adequate submission.
- I drove to the Rood Center at 80 MPH arriving before the doors closed. I am now 79 years old with all kinds of body parts breaking down, had to cover two floors and did so with two minutes remaining; I arrived at the lobby doors just as they were being locked.

Once I had met the deadline, I re-read the submission and was appalled by the number of mistakes. Here is my revision. Apologies for its very detailed, excessive length and my tardiness.

Sincerely,



Julie Reaney  
10942 Henson Way  
Grass Valley, CA 95949 273-5916

Nevada County

Brian Foss, Planning Director, Suite #170  
Jessica Hankins, Senior Planner, Suite #170

Ed Scofield, District II Supervisor, BOS, Suite #200

Laura Duncan, Planning Commission District II, Suite #170 (Please FAX to home address if necessary)

EIR Consultants

Michael Baker International, Suite #170 (Please FAX to Company address if necessary)  
Patrick Hindmarsh, EIR Project Manager, Suite #170 (Please FAX to Company address if necessary)

Tyler Barrington, Principal Planner  
950 Maidu Ave. Suite #170  
Nevada City, CA 95959

Re: The Dollar General Store: December 2016 DEIR  
In Alta Sierra

January 30, 2017  
February 3, 2017

Revised

Mr. Barrington,

I do not believe that the findings of the December 2016 Draft Environmental Impact Review (DEIR) of the proposed Dollar General Store site in Alta Sierra are even close to adequate.

I first need to acknowledge those who contributed incredibly significant information: Marc Mayfield (Traffic and Transportation) and Virginia Moran, Biologist, holding an M.S. & B.S in Ecology. Charisse Lolli, stands out on her own, for research and thoroughness on the Project as a whole. Her "on point" ability to factually identify sections that are inappropriately addressed and tie it altogether. I have repeatedly read their works and applaud their findings. I hope that you and others involved, also do.

In reading a significant number of DEIR findings and where relevant, comparing them to corresponding sections of the General Plan, the common thread throughout most of the DEIR was a disconnect. A lack of relevant substance, with substituted assumptions and ratings that were watered down because of the preceding. The "thread" appears to exist due to a lack of understanding of what is and is not relevant and backing up either with corresponding fact.

#### AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

- Aesthetics
- Loss of oak trees and effects on wildlife
- Consistency with land use designations
- Noise and diesel fumes from delivery trucks
- Traffic hazards related to site access, size of delivery trucks, and truck turning movements
- Storm water runoff and water quality impacts on existing drainage systems
- Project alternatives
- Economic impact on community

#### PROJECT OBJECTIVES

6.1 Lists of four proposed commercial developments. Some will contain my paraphrasing.

- The first lists expansion of and new retail "options" that are closely and safely located. (translation appears to be, in communities such as ours)
- The second, promotes retail offerings.

The preceding objectives are in opposition to three of the General Plan and Community goals to develop more skilled jobs, that offer more opportunities for upward mobility and that pay more than minimum wage. Retail stores consistently pay minimum wage. At the same time, the County supports those three items. I am unsure of what the difference between the first and second objectives is. Possibly you are referring developments such as the "Dorsey Market Place".

The larger community is supportive of retaining and strengthening “Mom and Pop” stores. The development of new stores that have goods or services that they **DON’T HAVE, THEREFORE DO WANT AND NEED, is where promotion and expansion efforts should be made.** Those developments need to fit in aesthetically without looking artificial.

- The third addresses compatibility of design. Dollar General has a standardized look that is much like elongated warehouse boxes. That is fine in commercial areas, but not in/near rural communities.
- The fourth cannot have the negative impacts attributed to it, as it applies to “Commercial” and Market areas”. While our zoning designation is “Neighborhood Commercial” C-2, the General Plan describes Alta Sierra as a scenic, primarily residential Community.

## **16.2 IMPACT AVOIDANCE**

“Alternatives should provide a means of avoiding or reducing significant environmental impacts”. See third paragraph on page one. If all significant environmental impacts go unidentified, then the ability to reduce or avoid them is absent. This results in inadequate Project Report findings and recommendations.

### **6.04, sections 0-15.0 PROJECT ALTERNATIVES**

Alta Sierra was identified as having a “Significant and Unavoidable Aesthetics impact” as a result of the Project.

Varying elements would substantially alter the visual character of its site. It is completely out of place  
Note: in this text, some of those specific under-stated and under-rated elements that also should have qualified as significant.

### **1.7.17 GENERAL PLAN POLICY**

States that any proposed amendments should apply and must be found to be:

- In the public interest and
- Consistent with the General Plan’s central themes goals, objectives, policies and programs.

Given the extent of losses in aesthetics, peace, clean air and long established tree life would create an enormous loss in quality of life.

The potential threats that Alta Sierra would experience would be to health via sewage backups due to improper engineering plans, the increases in noise and diesel pollution, erosion of economic viability and the enormous cost in State and County (our) funds, would certainly not be in the public interest.

Inconsistencies and contradictions of this proposed Project DEIR with the General Plan that are in addition to the preceding can also be found within the text.

### **ES-5 PROJECT ALTERNATIVES SUMMARY**

The purpose of alternatives is to focus on those that are capable of avoiding or substantially lessening one or more significant environmental impacts.

CEQA Guidelines Section 15126.6.a requires that the EIR describe:

- A range of reasonable alternatives to a project: None are
- That could feasibly attain the basic objectives of the project and reduce the degree of environmental impact. None do and None can. See all above major heading information including paragraph three on page one. On this page my "FACT" statement and Page 4 ENVIRONMENTAL MITIGATION.
- Even if they impede the attainment of the Project OR *would be more costly*. See page 6, paragraph three.
- The alternatives should not be remote or speculative; *however*, they *need not* be in the *same level of detail as the assessment* of the Proposed Project. As re: "speculative" Some are. See "Alternative 2" on this page. The "level of detail" most do not.
- The need *not* consider *every conceivable alternative* to a project.

#### 16.0-2/16.0-15 PROJECT ALTERNATIVES for Alta Sierra

Some of the Ratings are defined as follows:

- **Alternative 1a-No Project/No Build Alternative**

This is what the majority of residents want. While the number of letters sent to you cannot statistically prove to be representative of a "majority", those in combination with individuals who have taken the time to go to multiple Hearings, together with face book comments and numerous conversations in and outside of Alta Sierra, DO represent a majority. For example, I will be in the SPD Grocery Store, some 5 miles distant and repeatedly hear the same sentiments being discussed. Also see "PUBLIC CONCERNS REGARDING IMPACTS" on Page 4.

- **Alternative 2-Reduced Project Alternative**

Store size would be reduced from 9,100 sf to about 7,200 sf and the height would be less than that of the proposed Stores. This is inadequate information. The rationale given is simplistic and makes assumptions i.e. smaller size=fewer customers=fewer cars=fewer # of required parking spaces. The height is not specified, but nonetheless assumes that a lower height would make the building fit in better with other surrounding buildings and not stand out as much to the residential areas.

The Store's continued insistence on having the building facing the residential areas on Little Valley Road, rather than the commercial area on Alta Sierra Dr. Regardless, the building's size and nature of business are just out of place.

FACT: Dollar General HAS NOT EVER deviated from its cookie cutter size or any other element that they have established. They will not agree to modification. If by some miracle they did AND the County chose to disregard many of the facts unearthed and presented by the public and their major rejection of the Project, that Project, as stated by many others, will create irreversible environmental impacts to an unacceptable level for Alta Sierra & its residents.

## **THE ES EXECUTIVE SUMMARY**

In particular, has assigned levels of impact that have grossly understated both before and after mitigation.

- Having AESTHETICS be the only area to present findings of "Significant and Unavoidable Impact" (SU), "... because "It consists of two or more effects that, when combined are considerable or compound other Environmental Effects represents "Cumulative Impacts". Therefore, one SU was found.
- The remaining seven of eight contested Environmental Impact comparisons were determined to rate "less than significant" (LS) or "Potentially Significant" (PS)  
The preceding is beyond comprehension and is a startling example of ranking something that IS extremely important, but not potentially dangerous or serious as threats to health, safety and the environment are.

## **ENVIRONMENTAL MITIGATION**

The basis of the DEIR relates to the key concept of Environmental Mitigation, which is open to different interpretations. (Please read the 2+ pages, sparsely worded attachment that addresses what the advantages and disadvantages are for different entities and types of concerns).

- Also explored in most of this paper's preceding text, is one of the Mitigating Alternatives that is often used in different projects and is proposed in this one. That of allocating debits and credits i.e. offsetting damages to one area by providing/establishing a substitution in another area.
- For example, the proposed use of credits by planting oak seedlings elsewhere to make up for the destruction of 100 oak trees makes no sense. This will not only destabilize the land by the removal of such an established tree root system, but given Global Warming's 2017 downpours of rain, with unprecedented sink holes, damage to people and structures, the development of this site for Dollar General or any other similar building, could be devastating. It could produce a pile of sliding mud that would impact the Community in varying degrees to much of Alta Sierra. Add increasingly hot summers and we will have hills barren of any significant vegetation. *The planting of seedling oaks in one area does not in any way change the remaining reality at the other!*

## **PUBLIC CONCERNS REGARDING IMPACTS**

Some 20 individuals submitted 125 pages in opposition to this Project with legitimate concerns, which were included in the County Report Preparation, were mostly adequately listed, but inadequately addressed. "Those concerns are to be part of the DEIR ". This skews the final Report and Project outcome, as noted repeatedly under different subject headings.

### **PROPOSED IDEA FOR COUNTY GAINING STAKEHOLDER TRUST**

The statement at the beginning of the NOP that says "Agency representatives, members of the public, and other interested parties are encouraged to provide comments on these and any other environmental issues that should be explored in the draft EIR". That statement raises the questions: Is this input actually taken into account? If so, could it not be quantified by the County as a consistent measure with all contentious building proposals? If it could be made a policy it would assure the residents that they were in fact heard, thereby taking most of the heat off of the BOS, Planning and Legal Departments by assuring all stake holders, including the applicant, that a fair, responsive policy existed.

**RECOGNITION OF A DOMINO EFFECT AS A PART OF ENVIRONMENTAL MITIGATION AND ITS NEEDED CONSIDERATION IN ADDITION TO CUMULATIVE IMPACTS** A PROPOSAL FOR COUNTY POLICY DEVELOPMENT OUTSIDE OF, BUT IN ADDITION TO, CEQA/EIR CONSIDERATIONS and as a USEFUL TOOL FOR ANALYSIS.-

#### **LAND**

Has also been excellently covered by others and is a significant part of the traffic elements covered below. It also contains two of the eight "ES-4 Areas of Controversy/Issues to be Resolved" as is LAND, which is a part of five of the eight Areas of Controversy and TRAFFIC, both referenced on P.1 These eight are intended to represent commonly received comments from the public on key issues of concern.

#### **TRAFFIC**

Has already been expertly covered and provides data that supports residents' fears of even more safety issues. It also provides me with another example of the "Domino Effect", where, when vertically placed, one falls and the others follow in sequence. This approach could show that when individual elements are systematically connected without interruption, their interaction results in impacts that show a more understandable and credible result. That concept, as opposed to a "Cumulative" approach, which provides a summation of factors that show no direct connective interaction that lead to consequences or advantages. These differing approaches will impact the accuracy and completeness of findings.

The "S" curve is extremely unsafe as is, with its dips and curves limiting the line of sight, but not acknowledged as such in the DEIR. A personal example of man close-calls was an experience on January 16, 2017, a Monday at about 2:00 p.m. I was coming back into Alta Sierra off of SR 49. Fortunately, it was a day and time of day when there is usually very little traffic. Two moving vans/trucks slowly following one another, appearing to be unfamiliar with the area and unsure as to where to go. They were directly in front of me. The first driver turned left into the main driveway of the business center at the beginning of the "S" curve. That truck van was only about 10' long and the driver did not turn his signal light on. He did not anticipate the sudden dip at the entrance and so was temporarily stuck, scraping the chassis as he slowly moved up into the parking lot. I did not anticipate that maneuver, so slowed down even more. The second moving truck was either a 20' long, 7' wide with a bottom clearance (ground to cab door bottom) of 7'2". Or was a 26' long, 7'8" wide (4 bedroom capacity) with a clearance height of 8'3". . (Truck dimension source, "U-Haul"). The momentum of this heavier truck began making it travel faster, with me behind him. He put on the brakes briefly stopping, with me hitting my brakes. He then proceeded to pull over to the right hand edge of A.S. Dr.



to figure out what to do. This placed his truck half on dirt and half on pavement. I then proceeded to the stop sign at the intersection of Little Valley Rd. and Johnson Way. I did not know what his next maneuver was. That was a 26' single bed truck, NOT a 73' truck. Selective/modified excerpts from Marc Mayfield's research follow with my additional personal comments:

"Interstate STAA Trucks"- tractor and semi-trailer combinations 73' long are prohibited on Alta Sierra Drive and thus restricted to "California Legal trucks" which are at most 65' long. This means that Dollar General could NOT LEGALLY DELIVER to A.S. with the only tractor and semi-trailer combination the company utilizes: three-axle tractor and cargo van trailer 53' long. Per DOT, "Since the truck is longer than 65', you have a longer interstate STAA truck....State Route (SR) 49 is a Terminal Access route that allows the STAA trucks". "To open Alta Sierra Drive for STAA access, Nevada County would have to approve their local roads and intersections and Caltrans would have to approve the State intersection at Alta Sierra Drive". This excerpt does not deal with the unfeasible, dangerous turn impacts and logistics of entering/altering and adding possibly more than Dollar General's driveway from A.S. Drive into its facility, per the current DEIR proposal.

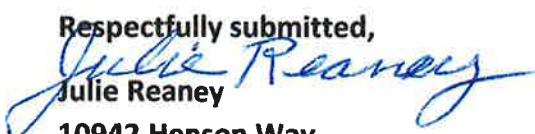
Land and engineering wise, it is fairly apparent that what the preceding really means is, that Alta Sierra Drive would have to be widened and possibly, straightened out. If so, the County, via the General Plan's goals of encouraging accessible entryway roads from Highways and State Routes (the latter being into areas such as ours), is in a position to factor it in or not.

Nature's Eco systems would be significantly impacted as a great deal of native growth would be destroyed, storm drainage/flooding impacts and more, could be disastrous unless the County met all of the pricey safeguard requirements. Per Caltrans ..."If construction were to be necessary.." ("which it probably would not consider it to be for just one company") the County would be responsible for construction (costs and changes) for its roads and the State would be responsible for construction within the State right-of-way" and pay for it. The one plus to this unacceptable approach, is that most of the traffic safety concerns would hopefully be mitigated. However, we would lose our "rural charm as a beautiful scenic Community" and of much less importance, even our only perceived "significant" rating for "Aesthetics". All things considered this could turn the entire community into a city suburb at best.

How could one Dollar General Store, that we do not want or need, even be considered in view of all of the evidence presented in this letter?

I vote Alternative 1.a: No Project/No build.

Respectfully submitted,



Julie Reaney

10942 Henson Way  
Grass Valley, CA 95949

# Environmental mitigation

From Wikipedia, the free encyclopedia

**Environmental mitigation**, **compensatory mitigation**, or mitigation banking, are terms used primarily by the United States government and the related environmental industry to describe projects or programs intended to offset known impacts to an existing historic or natural resource such as a stream, wetland, endangered species, archeological site or historic structure. To "mitigate" means to make less harsh or hostile. Environmental mitigation is typically a part of an environmental crediting system established by governing bodies which involves allocating debits and credits. Debits occur in situations where a natural resource has been destroyed or severely impaired and credits are given in situations where a natural resource has been deemed to be improved or preserved. Therefore, when an entity such as a business or individual has a "debit" they are required to purchase a "credit". In some cases credits are bought from "mitigation banks" which are large mitigation projects established to provide credit to multiple parties in advance of development when such compensation cannot be achieved at the development site or is not seen as beneficial to the environment. Crediting systems can allow credit to be generated in different ways. For example, in the United States, projects are valued based on what the intentions of the project are which may be to preserve, enhance, restore or create (PERC) a natural resource.

## Contents

- 1 Advantages
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- 2 Disadvantages
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- 3 Notes and references
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## Advantages

Environmental mitigation and crediting systems are often praised for the following reasons:

### Development-friendly

Mitigation is a more development-friendly alternative to strict environmental laws because it allows development to occur where environmental laws might prohibit it.

### Mitigation industry

Mitigation inevitably creates a "mitigation industry". By requiring those who impact natural resources to purchase credits, a demand for mitigation credit is formed. Businesses related to environmental work typically benefit from such a system.



## **Targeting ecological value**

Mitigation has the potential to save and restore the most valuable environmental resources at the least cost, assuming that regulation 1) protects health and welfare as defined by the National Environmental Policy Act (NEPA) and 2) assures that a credit accurately represents measurable ecological value. Buyers are typically looking for mitigation credits that are both cheap and the most likely to meet regulatory requirements for compensatory mitigation. Regulators must therefore find a balance between protecting the long term public interest and ensuring that buyers have the proper incentives to participate in the environmental marketplace.

## **Cost burden**

Mitigation systems place the environmental costs of development mostly on the individuals or entities that are impacting the environment. Without environmental mitigation, costs of alleviating environmental damage caused by development could be placed in the hands of the government which would in turn pass costs on to taxpayers not responsible for environmental impacts.

## **Benefit to landowners**

Land previously unused or impractical for development is given greater monetary value under a mitigation system. For instance, land in floodplains may be impractical for commercial or residential development but conducive for mitigation activities. Land in rural areas with very little potential for growth are more valuable when given the opportunity to be used for mitigation credits.

## **Disadvantages**

The following are criticisms of environmental mitigation and crediting systems:

### **Incorrect allocation and valuation of credits and debits**

Mitigation regulations may not properly take into account the total ecological losses and gains associated with environmental impacts or mitigation when allocating debits and credits. Governing bodies are primarily responsible for prescribing the ecological criteria required to attain credits for mitigation. They are also responsible for valuation of credit. Therefore, it is evident that problems with the allocation and valuation of credits and debits might stem from the complexity of assessing the current comparative value of ecological resources (aka ecosystem services), ecosystem change over time, and/or a lack of understanding about what is beneficial or harmful to the environment overall. To address these uncertainties regulators often assign 'coverage ratios' to compensatory mitigation agreements. Coverage ratios of, for example, 3:1 require 3 compensatory mitigation credits for every 1 unit of ecological disturbance.

### **Effects on land cost and availability**

Mitigation could be seen as contributing to the increasing cost of land because some mitigation work requires that large amounts of land be purchased or put into conservation easements. Mitigation can therefore compete with other rural land uses such as agriculture and residential development. This suggests that land owners must be alert to find the highest and best use for their properties given the potential market value that mitigation credits represent.

### **'In perpetuity' commitments of land**

Commitment of lands to compensatory mitigation must be done 'in perpetuity', meaning permanently into the future. Otherwise, the long-term public interest could not be served via compensatory mitigation programs. This means that properties must continue to be managed with ecosystem values in mind, sometimes preventing landowners from transforming the landscape to meet changing needs. For example, future large scale development projects would not likely be permitted on previously dedicated mitigation properties.

## Notes and references

### External links

- United States EPA Compensatory Mitigation website (<http://www.epa.gov/wetlandsmitigation/>)
- National Mitigation Banking Association (<http://www.mitigationbanking.org/>)
- Endangered Species and Threatened Wildlife and Plants; Recovery Crediting Guidance (<http://edocket.access.gpo.gov/2008/pdf/E8-17579.pdf/>)

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Categories: Economy and the environment   Environmental engineering   Environmental mitigation

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Dan Rausch  
901 Matthew Court  
El Dorado Hills, CA 95762



January 31, 2017

Dear Tyler Barrington,

I am concerned about the proposed Dollar General Store on the Rough and Ready Highway. I grew up on Sunset Avenue when the Rough and Ready Highway was the main highway to Marysville. The Sunset District at that time had 17 businesses: a small lumber mill by Mills Road, Mills T.V. Repair, Bauer Reality, Partridge Chicken and Egg Ranch, Porter's Car Repair and Grocery Store on the corner of East Drive, Schmidt's Antique Store on the opposite corner, McPhearson's Nursery, Sunset Grocery Store, Sunset Trailer Park, Viva's Bar, Worm Farm and Barber Shop on the corner of West Drive, Bierwagon's Sunsmile Orchard, Chester Peterson's Vineyard, Midget Kitchen Garage and Gas Station, Sunset Motel, Bitney Springs Gas Station and Restaurant, and Swenson's Nursery. Of all of these, Sunset Trailer Park and Sunsmile Orchard are the only ones still in business. The Rough and Ready Highway is no longer the main road to Marysville and no new housing has been built in this area. This area has problems with septic systems because of the lava cap. The intersection at West Drive and Rough and Ready Highway has a history of traffic accidents.

The addition of a Dollar General Store would add more traffic thus increasing the accidents at West Drive once again. More septic water would be added to a non draining area. More light pollution from the parking lot would be added to a residential area. It is questionable that a Dollar General Store will be a successful business since the Rough and Ready Highway is no longer the main road to Marysville.

Sincerely,

A handwritten signature in cursive script that reads "Dan Rausch". The signature is written in dark ink.

Dan Rausch

## Tyler Barrington

---

**From:** Lisa Boulton <lisamarieboulton@gmail.com>  
**Sent:** Sunday, February 05, 2017 2:43 PM  
**To:** Tyler Barrington  
**Subject:** Reject more Dollar General Stores

Dear Mr Barrington,

When considering the environmental impact of these kind of stores it is imparitive that we beyond the impact ont eh site alone and look father down the road to understand the impact on our transfer stations, dumps in ours and other areas and even the impact of bringing more plastic from China. Just the impact to our harbors from these kind of ships should be enough to say NO. Did you know that these container ships bring in balast that contains plant and marine life that distroy our rivers and harbors?



## Tyler Barrington

---

**From:** Debora Chapman <ltlfeet@yahoo.com>  
**Sent:** Thursday, February 09, 2017 8:40 PM  
**To:** Tyler Barrington  
**Subject:** Dollar general :(

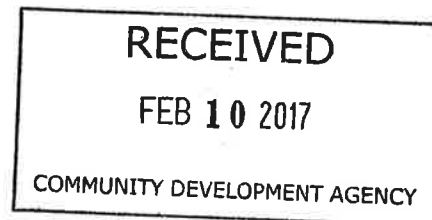
I was unable to make the meeting but wanted you to know I am another Nevada county resident that OPPOSES THE NEW DOLLAR GENERAL STORES that.

I see many things wrong with this picture. I will try and express a few of my sentiments about it briefly. Traffic around the proposed Rough and Ready location would be horrible! There is no turn lane OR sidewalks to access the store. The traffic would be a huge environmental issue. The water the store would use from construction and business would take from the water tables from the residents who already are there fighting for water. Some of this water is for agriculture we need more food and farmers in Nevada county than we do dollar crap stores. Does the public NEED another store? The answer is clearly NO,!!

Please hear our voices! Don't Roseville us, if you want Roseville go down to it, we don't need another of these environmental disasters!

Debora Chapman  
Po box 478  
Nevada city, ca 95959

Sent from Yahoo Mail for iPad



## Tyler Barrington

---

**From:** Nadeane Diede <nadeane@gmail.com>  
**Sent:** Tuesday, April 11, 2017 2:26 PM  
**To:** Tyler Barrington  
**Subject:** Dollar General in Penn Valley

Mr. Barrington,

It's been several months since I last emailed you concerning plans for a Dollar General store in Penn Valley. I understand there are parts of their application process that are not in your hands. However, in addition to some of the planning points I made in my earlier e-mail to you, I would like to make a few additional comments.

While our community would like to see additional commercial/retail growth here in Penn Valley, we are concerned about the retail attraction and image Dollar General would bring. Dollar General and all the other dollar stores carry over-priced, cheap/low quality goods. Two weeks ago, on a road trip through southern California to the Tuscon area of Arizona, we passed through several towns where Dollar General has a store. In every case where there was a Dollar General, there was at least one other dollar store within a mile of each other. In one case, the competing store was across the street from Dollar General !!! In each town, the location of these stores was in a depressed area of town, among auto repair shops, convenience stores, and pay-day loan offices. This is NOT what the residents of Penn Valley want here. Grass Valley also has two dollar stores, Dollar General near B & C hardware and Dollar Tree next to the Gift and Thrift shop near JCPenneys.

If we are to be expected to keep our sales tax dollars in Nevada County, there must be more quality options for this community. Recent quality additions to Penn Valley shopping are the Whim boutique near the Blue Cow Deli and the nursery expansion to Penn Valley True Value.

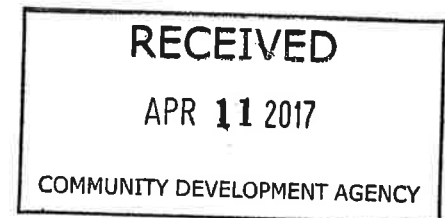
Please take these comments and observations into account when determining the outcome of Dollar General's proposal/application.

Thank you for your careful consideration.

Nadeane Diede

15091 Oak Meadow Road  
Penn Valley, CA 95946

530-432-2052



## Tyler Barrington

**From:** Virginia Moran <vsm@ecooutreachvsm.com>  
**Sent:** Sunday, April 23, 2017 11:36 AM  
**To:** Tyler Barrington  
**Subject:** Dollar General



Hi Tyler,

I was glad to see the county is holding DG accountable for a thorough analysis. Some of us are completely baffled why they are still pursuing it at all, especially in AS.

Keeping in mind NONE of us want the DG in Alta Sierra anywhere and while I am sure you are on this already, I wanted to relay that last weekend a neighbor and I went to Serge's "shopping center" and measured out at least two locations the store can go within the existing footprint of the "shopping center" (that seems to have never turned a profit). The first location was mentioned in my letter, the land immediately next to (south of) the pizza restaurant that provides not only enough space but the barely used parking lot is already there ("use of existing infrastructure"). With excavation and proper design, it could go in there.

Then we looked at location two--basically the buildings across (south of) the (barely used) parking lot from the (amazingly) viable Las Katarina's restaurant. Businesses have come and gone in this section of decrepit buildings as long as I have lived here (too long) including a few banks. Last there was a thrift store but it's gone. It's not like Serge would be taking out viable businesses and spanking new buildings. We like this location THE LEAST by the way because it would be against the oak woodland but if those empty, falling apart buildings are removed, the store could also possibly go in there. We measured both locations out with our wheel, granted they would have to want to make it work but it could.

Be advised I have some neighbors that are angry with me for even bringing this up (and they would rather have a Trader Joe's in these locations if anything at all) but I bring it up because of CEQA and the county requirement of avoidance as the first option. There is a viable "avoidance" option that was left out of the alternative analysis and must be considered.

There is absolutely NO reason for that oak woodland to be cut down/destroyed. It could be offered up as mitigation then hopefully, left alone. On this topic, I have observed over the decades that the worst thing for a wild piece of land is for it to be turned over to a "land trust" or agency *without a biotic inventory first*. The inventory tells the agency what is on the land and how to manage the land to maintain its ecological integrity (I did an extensive inventory for The Nature Conservancy in San Diego for a 3,000-acre preserve BEFORE it was opened to the public. The results of my and many other's studies were then used to design a proper management plan).

[http://www.sandiegocounty.gov/content/dam/sdc/parks/RMD/RMPs%20and%20Trails/Appendix\\_A.pdf](http://www.sandiegocounty.gov/content/dam/sdc/parks/RMD/RMPs%20and%20Trails/Appendix_A.pdf)

The Land Trust has to start doing this as a routine part of operations. Before The Land Trust acquired Thiesen Park, it was full of fritillaries, lilies, an orchid species (of what I saw hiking there--I did not do a full inventory) and those populations including many others of native wildflowers, shrubs, are totally gone now--extinct. They destroyed them with their need to "manage" in ignorance not to mention the nightmare that was the CDFG project for "wildlife habitat" (our tax dollars paid for). If the county allows the Land Trust to acquire this little piece, they need to leave it alone (unless they enhance it with native species or something like this). That piece of land has been sitting there for hundreds if not thousands of years and it's doing just fine. I will be

documenting any destruction they cause to it too should they acquire it then decide it needs overzealous"managing". I also would like it if the county would make conducting a biotic inventory **prior to any management plan/actions mandatory** for this type of mitigation. It really is just common sense (and complies with multiple environmental regs)=find out what is on a piece of land (including rare/sensitive species) before you start "managing" it.

In conclusion, there are at least two viable alternatives using the existing development/footprint that need to be included in the analysis--sincerely (not token which consultants will do; add it in without a full analysis)--and it is highly likely if they picked one of them, the store could go in (not that I want it to) and we could save the oak woodland, required by a supposed county ordinance anyway.

Thank you for your diligence with this project on our account and for considering my comments,

Virginia Moran, Biologist  
15495 Nancy Way  
Alta Sierra  
272-7132



## Tyler Barrington

---

**From:** Barbara Jensen <barbara.alegra@gmail.com>  
**Sent:** Tuesday, September 26, 2017 4:12 PM  
**To:** Tyler Barrington  
**Subject:** Re: Dollar General Final EIR Available for Public Review

COMMUNITY DEVELOPMENT AGENCY

SEP 26 2017

RECEIVED

You must be under some delusion that I support any additional Dollar General stores in Nevada County. I do NOT! The one store of Nevada City Highway is more than enough. Without jobs, affordable housing, or adequate child-care in our County, we certainly can't and shouldn't accommodate any more junky stores. Please quash these projects. Thank you for your time.

On Sep 26, 2017, at 11:01 AM, Tyler Barrington <[Tyler.Barrington@co.nevada.ca.us](mailto:Tyler.Barrington@co.nevada.ca.us)> wrote:

If you have already received this email my apologies for the duplication.

**From:** Tyler Barrington  
**Sent:** Monday, September 25, 2017 3:53 PM  
**Subject:** Dollar General Final EIR Available for Public Review

Good Afternoon,

The Final EIR for the proposed Dollar General Stores project is available for review through the link below or at the locations provided within the attached notice. See attached notice.

<https://www.mynevadacounty.com/522/Dollar-General>

Thank you for taking the time to participate in the public planning process for this project. A public hearing before the Planning Commission will be scheduled in the near future and a subsequent public notice for this meeting will be provided at the appropriate time.

Regards,

**Tyler Barrington**  
*Principal Planner*

<image001.jpg>

Planning Department  
County of Nevada  
Community Development Agency

950 Main Ave. Suite 170  
Nevada City, CA 95959

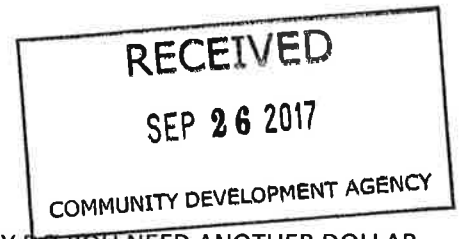
office 530.470.2723 fax 530.265.9851  
<http://www.mynevadacounty.com/nc/cda/planning/Pages/Home.aspx>

<Interested Parties.pdf>

## Tyler Barrington

---

**From:** Melinda Filer <filermelinda@yahoo.com>  
**Sent:** Tuesday, September 26, 2017 10:09 AM  
**To:** Tyler Barrington  
**Subject:** Dollar Store



Hello,

It probably wont make any difference to you but here is my opinion anyway. WHY DO YOU NEED ANOTHER DOLLAR STORE IN ALTA SIERRA or anywhere else in this county when the existing ones have so few shoppers anyway? I live in Alta Sierra, there are few places left without strip malls, look at Sacramento, I grew up there, and now its like LA there these days..

PLEASE DO NOT ALLOW THEM TO RUIN THE COUNTRY FEEL OF ALTA SIERRA, STOP THIS DOLLAR STORE FROM BEING PUT IN.

thank you,  
Melinda Filer  
18947 Buck Mountain Rd,  
Grass Valley, Ca

**Tyler Barrington**

---

**To:** DHERBLADY@aol.com  
**Subject:** RE: Dollar General Final EIR Available for Public Review

**From:** DHERBLADY@aol.com [mailto:DHERBLADY@aol.com]  
**Sent:** Monday, September 25, 2017 6:14 PM  
**To:** Tyler Barrington <Tyler.Barrington@co.nevada.ca.us>  
**Subject:** Re: Dollar General Final EIR Available for Public Review



I appreciate the update Tyler.

As you know, I'm just barely hanging on. If the DG doesn't go in soon, I'm out of options. Is there any way to get the next meeting scheduled quickly? I'm really afraid I won't be here when the store finally opens. This whole center needs that store to come in whether they acknowledge it or not.

Thanks again for the update. I'm holding my breath for a quick approval so they can start building before winter sets in.

De Linda  
The Healing Garden  
Alta Sierra

In a message dated 9/25/2017 3:53:11 P.M. Pacific Daylight Time,  
[Tyler.Barrington@co.nevada.ca.us](mailto:Tyler.Barrington@co.nevada.ca.us) writes:

Good Afternoon,

The Final EIR for the proposed Dollar General Stores project is available for review through the link below or at the locations provided within the attached notice. See attached notice.

<https://www.mynevadacounty.com/522/Dollar-General>

Thank you for taking the time to participate in the public planning process for this project. A public hearing before the Planning Commission will be scheduled in the near future and a subsequent public notice for this meeting will be provided at the appropriate time.

**Tyler Barrington**

**From:** Stacie Jeffery <stacie.jeffery@gmail.com>  
**Sent:** Monday, September 25, 2017 7:05 PM  
**To:** Tyler Barrington  
**Subject:** Re: Dollar General Final EIR Available for Public Review

**RECEIVED**

**SEP 26 2017**

COMMUNITY DEVELOPMENT AGENCY

Well, I have not changed my opinion and am still opposed to any Dollar General Store at all, especially in Penn Valley. I would love access to the GV Dollar General Stores sales figures as every time I go by the parking lot has no cars. We have just gotten some new places going in Penn Valley which bring us up we sure do not need some low class store to pull all that down. The dates I see say this all closed as of Jan. 2017 so is this a done deal or not? Keep them out of our area!!!~ Stacie Jeffery PS Wanted to send a copy to Hank Weston however the county website is so screwed up you can not even get email addresses.

On Mon, Sep 25, 2017 at 3:52 PM, Tyler Barrington <[Tyler.Barrington@co.nevada.ca.us](mailto:Tyler.Barrington@co.nevada.ca.us)> wrote:

Good Afternoon,

The Final EIR for the proposed Dollar General Stores project is available for review through the link below or at the locations provided within the attached notice. See attached notice.

<https://www.mynevadacounty.com/522/Dollar-General>

Thank you for taking the time to participate in the public planning process for this project. A public hearing before the Planning Commission will be scheduled in the near future and a subsequent public notice for this meeting will be provided at the appropriate time.

Regards,

## Tyler Barrington

---

**From:** Jess Lynne <jessica.lynne1223@gmail.com>  
**Sent:** Monday, September 25, 2017 7:30 PM  
**To:** Planning  
**Subject:** Dollar General - GV, PV



Hi Brian,

I am writing to you this evening about the three proposed dollar general stores in grass Valley and Penn Valley. Seeing how two of the three locations are either close to my home or on route to my children's school, I would hate to see more of these stores pop up!!! there is absolutely no need for this area to have four stores of the same made in China crap! We are a small town, ONE Dollar General (the current location) is MORE than enough!! Please do not build any more of their stores in our area... do not turn us into Roseville!!! A Trader Joe's on the other hand, would be here in gv/Nc/pv.

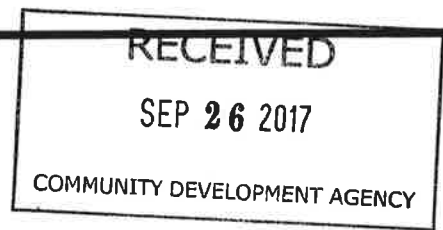
Thanks for listening.

Jessica

**Tyler Barrington**

---

**From:** b.e.robbs <b.e.robbs@sbcglobal.net>  
**Sent:** Monday, September 25, 2017 8:38 PM  
**To:** Planning  
**Subject:** Dollar general



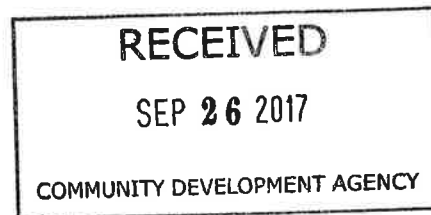
The DG in Grass valley never seems to have shoppers. Why add 3 more? This area needs some better quality stores. Replace KMart! Add some quality stores. Trader Joes is one store that a lot of people would like to see up here. Why not?

Sent from my Verizon 4G LTE smartphone

**Tyler Barrington**

---

**From:** b.e.robbsins <b.e.robbsins@sbcglobal.net>  
**Sent:** Monday, September 25, 2017 8:39 PM  
**To:** Planning  
**Subject:** Dollar general



We DON'T need another DG. They are crappy stores! Especially 3 more!

Sent from my Verizon 4G LTE smartphone

## Tyler Barrington

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**From:** Lana Fredrickson <lamadakota@yahoo.com>  
**Sent:** Monday, September 25, 2017 8:48 PM  
**To:** Tyler Barrington  
**Subject:** Another Dollar Store in the area- NO!

**RECEIVED**

**SEP 26 2017**

COMMUNITY DEVELOPMENT AGENCY

Hi,  
Please do not bring another Dollar Store into the GV-PV area!!! The one that is here is often empty. It is more than enough! We value space and quality more.

Sincerely,  
Lana fredrickson  
16908 Banner Quaker Hill Rd  
Nevada City, CA 95959

Sent from my iPhone



**Tyler Barrington**

---

**From:** Susan Perko <susanruthperko@gmail.com>  
**Sent:** Monday, September 25, 2017 10:24 PM  
**To:** Planning  
**Subject:** Dollar General



Brian Foss,

Nevada County does not need one much less three Dollar General stores. Please the business is a trash generator, an eyesore, and promotes wastefulness and throw-a-way mentality. Our beautiful community cannot be sustainable for the future if we let such short sighted and greedy people build these kinds of businesses.

Thank you for reading.

Susan Perko

Resident of Nevada City

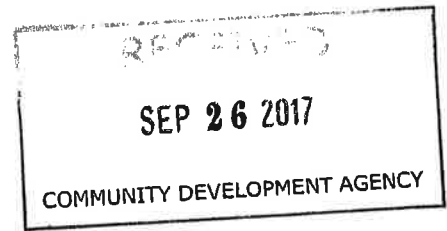
Sent from my iPhone

## Tyler Barrington

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**From:** passandra@comcast.net  
**Sent:** Monday, September 25, 2017 1:25 PM  
**To:** Tyler Barrington  
**Subject:** The Dollar General Stores

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



I think that it would serve Penn Valley in some good ways; but will it cause more traffic on Penn Valley Drive? That would not be so good. Will it cause any of the businesses in PV to go out of Business? If so, that would not be good either. Has Penn Valley Chamber, store owners, etc. Had a chance to voice their opinions first?



**Pastor Sandra Chipchase**

**Tyler Barrington**

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**From:** is ra <izzycarus@gmail.com>  
**Sent:** Monday, September 25, 2017 2:07 PM  
**To:** Tyler Barrington  
**Subject:** Dollar General

RECEIVED

SEP 26 2017

COMMUNITY DEVELOPMENT AGENCY

I would like to make clear and simple my opposition to having such low-standard businesses as the so-called "Dollar General" operate in my neighborhood! They have the lowest-quality products that are not even good enough for other discounters and are a complete eye-sore. I did not choose Alta Sierra only to have it soiled by a large franchise who aims lower than the common denominator. I oppose any such developments in our beautiful area.

Sincerely,

-Israel Galipeau Mikhailova

16784 Oscar Drive, Grass Valley

## Tyler Barrington

---

**From:** donnakdunn@aol.com  
**Sent:** Tuesday, September 26, 2017 8:56 AM  
**To:** Planning  
**Cc:** donnakdunn@aol.com  
**Subject:** DOLIAR GENERAL..Alta Sierra



To whom it may concern:

I live in Alta Sierra near Hwy. 49.

I definitely WANT a Dollar General or Dollar store here.

I don't enjoy driving 14 miles round trip just to get a gallon of milk..and it's at least a dollar cheaper at \$ General. ☺ I wouldn't do that anyway..every trip is at least 3 stops. And I won't pay the prices at the Alta Sierra store.

The one lady that started all the anti movement lives near the present location of the pathetic grocery store that is more like a liquor/smoke shop. It's OLD..50 years old. The vegetables are awful, the dates on products are often past expiration. The people that frequent it are not the type that go to \$ General. Not everyone in Alta Sierra is wealthy, although I have a lovely home fully paid for..not a renter..I still like saving money and gas.

I hope it will offer jobs to the young adults that live nearby.

However, my concern is the narrow 2 lane curvy road with no left turn into the area where it will be built, at least not yet. Also across the street on that empty lot is tall weeds that block our views right now for entering the mini shopping area. It's dangerous, but the fire department won't do anything about it.

Back to the "anti" lady. She should not have bought her home across from commercial property. Big mistake. Property owners do have a right to develop their land and she would not be happy no matter what was built there. It could be a proposed Biker Bar as someone jokingly said.

Please don't give up. Not everyone is against it. Just hope I don't see the complainers shopping there later. Ban them! One man posted that he never sees anyone in the GV store, but others said he is wrong and he is.

Thanks for bringing a convenience to our little "town" of Alta Sierra. I hope it's a success. I will gladly shop there if I don't get rear ended or stuck in a line of cars.

Donna Dunn  
Donnakdunn@aol.com  
530. 274-2974

Sent from AOL Mobile Mail

## Tyler Barrington

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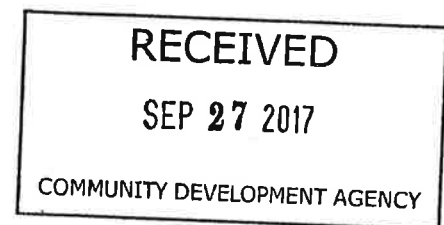
**From:** Kristin Otto <boatotto@sbcglobal.net>  
**Sent:** Wednesday, September 27, 2017 9:36 AM  
**To:** Tyler Barrington  
**Subject:** Dollar General in Penn Valley

Dear Mr. Barrington,

I am writing this to express my opinion on the proposed Dollar General Store in Penn Valley. These stores prey on the poor. The merchandise is very bad quality, and overpriced for the garbage it is. We went into one while traveling through Alturas. It was dirty, with half empty shelves of shoddy merchandise. We bought a couple of things we needed on our trip and those items became trash within days. Literally trash, into the garbage can, along with the money we spent there. Even with Alturas's high unemployment rate, the store was understaffed to the point of the isles being filled with the junk they sell that had fallen off the half empty shelves. The folks shopping in there were poor, to be sure, and desperate. And they were throwing away the little money they had on such garbage clothing, housewares and junk food. This is not a support for the people of our (or any) county that are living at or below the poverty line.

I am just appalled that Nevada County, which is becoming more and more dependent on tourist dollars is considering these big box garbage stores. Once these bottom feeder stores go in, the county loses yet another notch of charm, there is no turning back. We do NOT need more of these type of stores. Please listen to the people that live and work here, and deny this proposal.

Sincerely,  
Kristin Otto  
11444 Long Valley Road  
Penn Valley, CA



## Tyler Barrington

---

**From:** john murray <eldorado37@hotmail.com>  
**Sent:** Tuesday, September 26, 2017 7:24 PM  
**To:** Tyler Barrington  
**Subject:** Dollar General for Alta Sierra

Thanks for sending out this email, as you may or may not know that I am one of those opposed to having this facility located here, just don't feel that it is really needed? I realize that it is probably revenue for the County, I go by the one in Grass Valley and outside of employee parking it never seems to have a lot of cars there (this is at different times of the day), never been in one and do not have (at this time) any need to do that, I don't even use the Alta Sierra Market unless it is an emergency issue, so most likely will not use DG either, seems a waste for me and also the fact of Little Valley Rd., now that would seem a problem with (I say with a lot of traffic trying to get on it just to beat the light) or as it is we have a lot of traffic on AS Drive at that signal light to begin with.

As you can see it is not a necessity in my book and I'm sure there are many others that feel the same and surely others that want it.

I appreciate all the time and effort you especially have put into this by keeping us all informed, you are to be commended.

Thanks

John Murray

An AS Resident.....

Sent from Mail for Windows 10



## Tyler Barrington

---

**From:** Melissa Hindt <mphindt@gmail.com>  
**Sent:** Tuesday, September 26, 2017 11:59 PM  
**To:** Tyler Barrington  
**Subject:** Re: Dollar General Final EIR Available for Public Review  
**Attachments:** image001.jpg

I wrote before but want to make my voice heard again. A Dollar General is not good for our rural communities. It does not fit in with the aesthetics of our community...Penn Valley. As can be seen by the expansion of Holiday Market as well as True Value Hardware and the improved quality of products being provided as well as the wonderful aesthetics that True Value has provided Penn Valley with their expanded garden center, this community is striving for a quaint yet upscale, but still affordable type of shopping experience. We do not need a store like Dollar General, and from what I am hearing from people on Nextdoor.com it is not wanted.

Dollar General stores are cheap, junky, made-in-china type stores and one is more than enough in all of Nevada County. How is it that three more are being considered? Why aren't our planners not standing up and putting a stop to this? Dollar Generals would not fit in with any of the three considered locations. I can't believe there are a majority of residents in any of these three areas that actually want or would vote to build these stores. Do we get a vote? Do we have to attend a city council meeting to protest?

Please put my name down as a big NO to a Dollar General in Penn Valley!

Melissa P. Hindt  
10133 Melody Rd.  
Big Oak Valley, CA 95977  
Nevada county  
--Also own property in Lake wildwood, Penn Valley Ca



On Mon, Sep 25, 2017 at 3:53 PM Tyler Barrington <[Tyler.Barrington@co.nevada.ca.us](mailto:Tyler.Barrington@co.nevada.ca.us)> wrote:

Good Afternoon,

The Final EIR for the proposed Dollar General Stores project is available for review through the link below or at the locations provided within the attached notice. See attached notice.

<https://www.mynevadacounty.com/522/Dollar-General>

Thank you for taking the time to participate in the public planning process for this project. A public hearing before the Planning Commission will be scheduled in the near future and a subsequent public notice for this meeting will be provided at the appropriate time.

## Tyler Barrington

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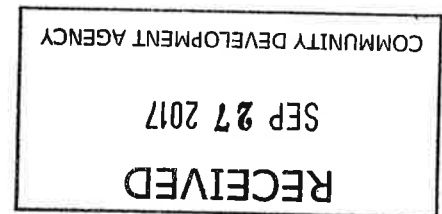
**From:** graciekl@comcast.net  
**Sent:** Wednesday, September 27, 2017 9:59 AM  
**To:** Tyler Barrington  
**Subject:** Dollar General in Penn Valley

I am sad to hear that this store is being considered for our town. The one in Grass Valley is close enough and the parking lot is always empty when I drive by. Penn Valley does not need this type of business. Grass Valley is close enough.

Thank you for listening.

Grace Klingler

Sent from Xfinity Mobile App





## Tyler Barrington

---

**From:** mscrawford <mscrawford@sbcglobal.net>  
**Sent:** Wednesday, September 27, 2017 3:07 PM  
**To:** Planning  
**Subject:** Dollar general

We do not want a dollar general in Alta Sierra!

Sent from: YOGA Tablet 2



## Tyler Barrington

---

**From:** Lori Aylard <llylard@gmail.com>  
**Sent:** Wednesday, September 27, 2017 7:01 PM  
**To:** Tyler Barrington  
**Subject:** Dollar General store

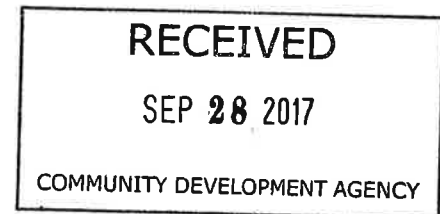
Dear Mr. Barrington,

I am writing to voice my opposition to a Dollar General store being built here in my community of Penn Valley.

Sincerely,

Lori L. Aylard

Sent from Mail for Windows 10



## Tyler Barrington

---

**From:** Sally Ashcraft <montanalass.sally@gmail.com>  
**Sent:** Wednesday, September 27, 2017 8:51 AM  
**To:** Tyler Barrington  
**Subject:** No! to Dollar Stores

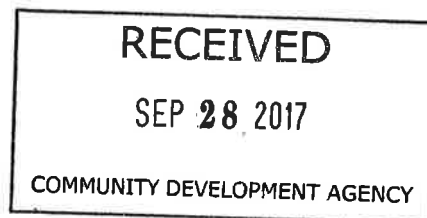
I am writing as a citizen of Nevada County to request that the application for the building /permitting of more Dollar Stores in Nevada County be denied. There is no local justification for the Dollar Stores to expand into our area in this ill-conceived way.

Dollar Store has no loyalty or conscientiousness about this community. Their expansion amounts to a corporate mentality of short-term share-price driven profit-mining that will have disruption and dysfunctional long-term ramifications for the areas they have identified for their incursion into the local communities. For the Nevada County economy, environment and aesthetic, additional Dollar Stores in these largely rural areas make no sense.

Thank you for your consideration of local citizens' views

Sally Ashcraft

PO Box 219  
Nevada City, CA 95959



## Tyler Barrington

---

**From:** Stacie Jeffery <stacie.jeffery@gmail.com>  
**Sent:** Thursday, September 28, 2017 8:28 AM  
**To:** Tyler Barrington  
**Subject:** Re: Dollar General Final EIR Available for Public Review

[ronniegarcia23@yahoo.com](mailto:ronniegarcia23@yahoo.com)

On Mon, Sep 25, 2017 at 3:52 PM, Tyler Barrington <[Tyler.Barrington@co.nevada.ca.us](mailto:Tyler.Barrington@co.nevada.ca.us)> wrote:

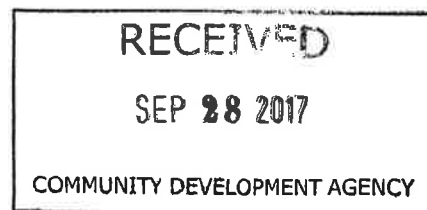
Good Afternoon,

The Final EIR for the proposed Dollar General Stores project is available for review through the link below or at the locations provided within the attached notice. See attached notice.

<https://www.mynevadacounty.com/522/Dollar-General>

Thank you for taking the time to participate in the public planning process for this project. A public hearing before the Planning Commission will be scheduled in the near future and a subsequent public notice for this meeting will be provided at the appropriate time.

Regards,



**Tyler Barrington**

*Principal Planner*



Planning Department

County of Nevada

Community Development Agency

950 Maidu Ave. Suite 170 office **530.470.2723** fax **530.265.9851**

Nevada City, CA 95959

<http://www.mynevadacounty.com/nc/cda/planning/Pages/Home.aspx>

## **Tyler Barrington**

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**From:** Keeth Lawrence <keethlawrence@gmail.com>  
**Sent:** Thursday, September 28, 2017 2:28 PM  
**To:** Tyler Barrington  
**Subject:** Dollar General

I am another Penn Valley citizen voting a strong NO for a Dollar General in our area.  
There may be small group of people in Penn Valley & Rough & Ready who would welcome such a store, but I don't think it will really serve the demographic of our area.  
Trader Joe's? Yes....  
Starbucks or Coffee Bean? Yes...

Please don't participate in what will no doubt become a blight on our fine community..

Keeth Lawrence  
Lake Wildwood, CA



## Tyler Barrington

---

**From:** Hugo Biertuempfel <pamtex@sbcglobal.net>  
**Sent:** Thursday, September 28, 2017 2:46 PM  
**To:** Tyler Barrington  
**Subject:** Three new chain stores.

I have lived in Nevada county for thirty seven years.

Adding these stores doesn't not enhance our county. . These are a low quality chain store, something Nevada County has tried hard to avoid.

Some community planning decisions made have been puzzling, putting out of business some of our historic, charming hotels for a chain Holiday Inn Express with its ugly bright green signs. On top of that out of county contractors were used instead of our local guys. Also, allowing a third pharmacy to build within two football fields of each other are two examples your citizens shake their heads at.

Continue to follow the goal of keeping this county a special and unique setting., and don't bring the low class chain stores here.

Pam Biertuempfel

Sent from my iPad



## **Tyler Barrington**

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**From:** Jerri Morello <jjmorello@comcast.net>  
**Sent:** Thursday, September 28, 2017 1:26 PM  
**To:** Tyler Barrington  
**Subject:** Dollar General

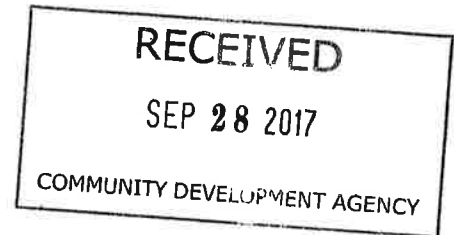
I hope that misunderstanding about what Dollar General's business model is explained. They are not a "dollar" store and could benefit those communities.

My vote is yes and wish they'd change their name.

Sincerely

Jerri Morello

Sent from my iPhone



## Tyler Barrington

---

**From:** Beverly Wilson <bevrexpert@aol.com>  
**Sent:** Thursday, September 28, 2017 1:44 PM  
**To:** Tyler Barrington  
**Subject:** Dollar stores

We think one in our area grass valley  
Nevada city penn valley is enough

D wilson  
Lake wildwood

Sent from my iPhone





## Tyler Barrington

**From:** Ronnie Garcia <ronniegarcia23@yahoo.com>  
**Sent:** Thursday, September 28, 2017 1:08 PM  
**To:** Tyler Barrington  
**Subject:** Dollar Store Planning



Hello Tyler, as seen in the Union Newspaper you are interested in public comments regarding the 3 proposed Dollar Stores.

I do not think the **Dollar Store** is good for our area because:

1. We already have one in Grass Valley and the parking lot is empty most of the time and not a successful store
2. Merchandise is very low level – name is deceiving as most stuff is over \$1 and kind of junky, we deserve better.
3. Does not fit our community...rather wait for a better store with more value ...once a building is built on the open land a better store cannot easily come in nor will other stores want to be near it.
4. Seems aggressive for 3 more Dollar stores to invade our community and they are not desirable stores
5. **Planning Department** works very hard to make new companies put up buildings that compliment our community (like you did so well with **Hills Flat Lumber**). We need a good look but we also need a GOOD COMPANY. All 3 Dollar Stores are not a valuable asset to our communities. Yes, we have some land space but it might be wiser to reserve the space and put something more appropriate. For instance in Penn Valley we are trying to build a huge **community center** and **large library**. So looking forward in planning, the current open space might be better used for a **hotel** or large **restaurant**, or things that visitors and **current** people might enjoy. For instance we love our wonderful **Post Office** easy to get to without having to go to Grass Valley. It would be nice to have a big something on the open land that would make our county more attractive and provide good paying jobs. When we do the famous **Draft Horses, Round Ups or County Fairs** it would be great to have a **hotel or big restaurant/coffee shop** to make their stay more attractive after a long ride up here.
6. You probably need a “justification” to tell the Dollar Store client that they cannot build 3 stores here. I am not knowledgeable in this area but feel deep in my heart that this company is not the best fit for our 3 areas. Maybe it is traffic or safety or land use You are experts in planning and all the rules—perhaps look for these items and help us keep this beautiful county growing upward and helping people come up here to enjoy it. Also the people here already deserve growth in a good direction and not just filling a land spot or \$ coming in. Help us help our county grow with grace.
7. **Rough and Ready** is a famous little town. This area is already congested with the one big road (Rough & Ready) to pass through. For the **Planning Commission**, please consider letting this famous little town keep its charm and not put a chain store in there. Also, might I suggest you take a drive on the road and notice all the curves and turns—not the best place to put more traffic on. You let them keep their **Post Office** maybe help them keep their charm.
8. **Highway 49** as we all know is a main thorough fare to get to Roseville, Auburn, etc. for work and shopping. Putting a discount store near that roadway I think would make traffic grow unnecessarily and encourage accidents and pile ups. Just because the land is there do we have to build a store. Planning for our community is what you do very well and we appreciate it—is there a way you might designate this land for a safer use that would not add to the highway traffic?

Thank you for listening and I would very much like to know if you are planning an open meeting.

Ronnie Garcia  
Phone: 432-0250  
Email: [ronniegarcia23@yahoo.com](mailto:ronniegarcia23@yahoo.com)

Sent from Mail for Windows 10

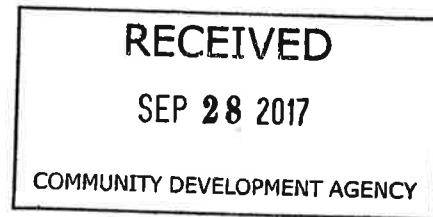
## Tyler Barrington

---

**From:** BONNIE <bonwest@comcast.net>  
**Sent:** Thursday, September 28, 2017 4:22 PM  
**To:** Tyler Barrington  
**Subject:** Dollar General

My husband Ken and I think the property can be put to a better use than Dollar General. Penn Valley needs a more up scale store. Thank you, Bonnie West, homeowner in Penn Valley

Sent from my iPad



## Tyler Barrington

---

**From:** Ginny Stewart <lwwginny@gmail.com>  
**Sent:** Thursday, September 28, 2017 2:36 PM  
**To:** Tyler Barrington  
**Subject:** Dollar store in Penn Valley



Not a good idea to have this in our town. Too much traffic and roads not able to handle it.

Ginny

## Tyler Barrington

---

**From:** Kay Bliss <kay.bliss@comcast.net>  
**Sent:** Thursday, September 28, 2017 11:33 PM  
**To:** Tyler Barrington  
**Subject:** Dollar General

**RECEIVED**

**SEP 29 2017**

COMMUNITY DEVELOPMENT AGENCY

Hello Tyler,

Yikes!! I'm NOT in support of this endeavor; we have 2 stores in Grass Valley already. Why would we need another one down here just 8 miles away? One wouldn't seem to 'fit' into our little town either and detracts from its rural appeal... Perhaps it's because I pretty much boycott stuff made in China, or get quality stuff at the thrift stores, Grocery Outlet, Sam's Club, or Costco --- just not a fan!

Sent from my iPhone

**Tyler Barrington**

---

**From:** billrutzler <billrutzler@yahoo.com>  
**Sent:** Thursday, September 28, 2017 9:17 PM  
**To:** Tyler Barrington  
**Subject:** dollar general



Penn Valley does NOT need a dollar General store. Thanks Bill & Judy Rutzler 11947 marble Ct, Penn Valley 95946

Sent from my Samsung Galaxy smartphone.

## Tyler Barrington

---

**From:** Tache <tache@together.net>  
**Sent:** Friday, September 29, 2017 9:59 AM  
**To:** Tyler Barrington  
**Subject:** Dollar stores in Nevada County



Hi!

Our family has eight voting members who live in Nevada County, scattered around. We moved here years ago because of the small town feel to the area, and we shop mostly locally.

We all are totally against the Dollar Stores. They sell the cheapest possible materials, mostly made in China, lots of plastic. The stores are ugly. They ruin any rural or suburban area they are put into. They belong in big malls, which are already ruined. PLEASE do not allow them in Penn Valley or Rough and Ready or Alta Sierra!! PLEASE!!!!

Actually it is hard to believe that Dollar Stores would even be considered in the currently debated locales. Put them in malls please, if you must put them somewhere. We don't want them in our small town neighborhoods!

Thank you!

Sincerely,  
Bill and Jan Tache  
Penn Valley, CA  
tache@together.net

## Tyler Barrington

---

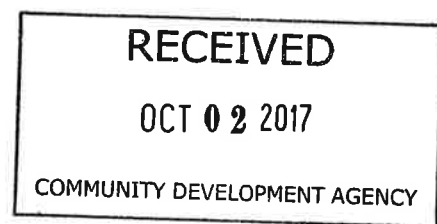
**From:** John Pelonio <jpelonio@hotmail.com>  
**Sent:** Friday, September 29, 2017 5:54 PM  
**To:** Tyler Barrington  
**Subject:** Re: EIR for Dollar General store in Penn Valley

Based on the Draft EIR, the proposed location for the Penn Valley Dollar General store appears to be appropriate.

The people in Penn Valley could use a reliable source of inexpensive groceries.

Thank you.

John Pelonio  
Penn Valley



## Tyler Barrington

---

**From:** Larry Collins <larry72collins@icloud.com>  
**Sent:** Sunday, October 01, 2017 10:25 AM  
**To:** Tyler Barrington  
**Subject:** "DOLLAR GENERAL"  
**Attachments:** FullSizeRender.jpg; ATT00001.txt

Hey, Toni,  
Totally against ANY  
"DOLLER" GENERAL  
in any of these 3 area's.

A blight to these areas and not fair to existing business's.  
Especially against Penn Valley location.

I think the County has already made up their minds, and citizens really don't have any say so on this one. But I personally believe this is BAD for Nevada County. 😞🙄

Larry Collins  
larry72collins@hotmail.com





## **Tyler Barrington**

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**From:** Sandie Secrist <luvbaja@gmail.com>  
**Sent:** Friday, September 29, 2017 10:46 AM  
**To:** Tyler Barrington  
**Subject:** Dollar General input

Maybe there are those that could run up to Grass Valley from Penn Valley every time they needed something from Dollar General that you can't get in Penn Valley but most retired folks in this area can't afford the gas and wear on there cars. Why you wouldn't want one is beyond us unless you are a business that would have to compete.

Jim and Sandie Secrist



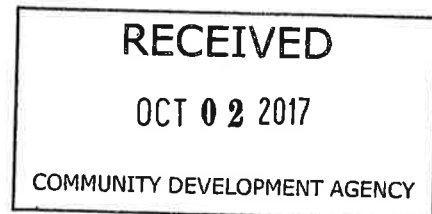
## Tyler Barrington

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**From:** Bridget <birdbrackley@gmail.com>  
**Sent:** Friday, September 29, 2017 11:26 AM  
**To:** Tyler Barrington  
**Subject:** Dollar Store

Hello, I do not want a Dollar Store in Penn Valley. It would be bad looking and trashy. Please do not put it in and get a higher more elaborate looking store to make it look better keeping with an upgraded look. Thank you. Bridget

Sent from my iPhone



## Tyler Barrington

---

**From:** Marion Culhane <marionculhane@gmail.com>  
**Sent:** Friday, September 29, 2017 5:05 PM  
**To:** Tyler Barrington  
**Subject:** No more dollar stores in our area

Aren't 2 dollar stores enough competition for Penney's, K Mart and other stores in our area? Why would we need more?

Marion Culhane

--

**Marion Culhane, BS, RN - Trainer, Coach and Social Entrepreneur**  
530 432-8484 (home office)  
530 205-5737 (mobile phone)  
*Helping people to become the best version of themselves*



## Tyler Barrington

---

**From:** Ron Skewes <fredysdaddy@gmail.com>  
**Sent:** Monday, October 02, 2017 7:19 AM  
**To:** Tyler Barrington  
**Subject:** Alta Sierra Dollar General Store

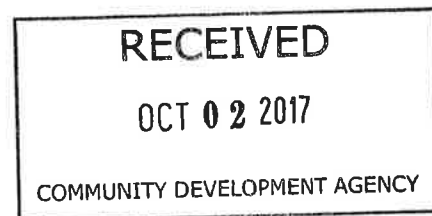
I think this would be great for our community we need something close to our homes that we can pickup everyday needed items without driving 7 miles to town. Not to mention the few jobs it would create for our community. This would help to create part-time employment for some of our elderly that need to supplement what little bit of Social Security they receive. A lot of people do not realize how many of our elderly are just scrapping by.

So many people believe that this is a dollar store that only carries junk. This is not so it is more like the old country store that carries a little of bit of everything.

I do not understand why this has become such an issue when up the highway not more than a half mile away the land was clear cut to expand the Forest Springs Mobile Home Park. Where were the environmental impact reports on this, I live on Sky Circle and was never notified of the expansion. Which has greatly increased the traffic noise in our area.

No one considered the environmental impact when the community of Alta Sierra was built several years ago all the officials cared about was bringing more people to Grass Valley from the bay area, which has just destroyed what used to be our little community.

Ron Skewes  
Grass Valley



## Tyler Barrington

---

**From:** Lisa Boulton <lisamarieboulton@gmail.com>  
**Sent:** Monday, October 02, 2017 11:26 AM  
**To:** Tyler Barrington  
**Subject:** Dollar General Stores

Dear Mr. Barrington,

I am writing a second time to voice my opinion as I didn't see my first letter in the email you sent out with copies of the letters that had been sent to you regarding this issue.

I implore the planning commission to vote NO on adding these stores to our community. We already have 3 stores of this type in our small mountain community. I believe people move here to enjoy a quieter, less trafficked and less commercialized community. As well as maintaining the beauty and peace of Nevada County we must also begin to look farther than just how these kind of stores effect our local environment. The bigger picture is becoming more important as we see the environment change with pollution from literally tons of plastic waist. So we should be considering the effect on our transfer stations, and type of transferred waist to other areas that we would be responsible for producing. If we choose to look even further, and I believe we should, the shear number of container ships traveling to our country and off-loading ballast filled with invasive plant life and foreign marine life that pollute our waterways is becoming a serious problem. So why not cut down on some of that where we can and become a community that's more sensitive to, not only our close environment but to the environment at large.

I strongly oppose these stores and hope that we can look to another kind of locally owned and operated store that can fill our needs.

Sincerely, Lisa Boulton



## Tyler Barrington

---

**From:** olivia.torbett@niosda.com  
**Sent:** Monday, October 02, 2017 6:54 PM  
**To:** Tyler Barrington  
**Subject:** Response to proposed Dollar General Stores

Dear Mr Barrington,

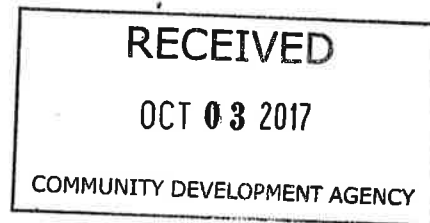
I am writing in regard to the proposed Dollar General stores requesting to be build in several locations in the area including my hometown, Penn Valley. I am writing in opposition to them being built for the following reasons:

1. The quality or importantly, the lack of quality of the merchandise is very low. It is not a low cost, it is cheap as in junk.
2. There is already one in Grass Valley that people can chose to go to. We do not need three more.
3. This particular company does not add value to the community either in service it offers nor in the appearance of its facilities.

Finally I would add that I have visited the store, once, and I will not return. I have a choice and I choose never to go into one again.

Thank you for your consideration of our concerns.

*Olivia Luque Torbett*  
530-446-6191



## Tyler Barrington

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**From:** Jeanne Molineaux <happyjem@comcast.net>  
**Sent:** Tuesday, October 03, 2017 2:09 PM  
**To:** Tyler Barrington  
**Subject:** General Dollar store

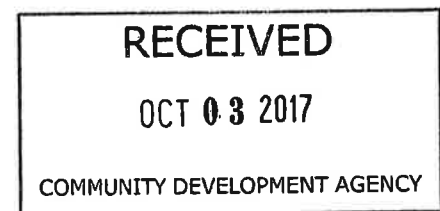
Dear Sir:

I am adamantly opposed to a general dollar store being authorized in Penn Valley. I cannot conceive why a dollar store would be a positive addition to the valley. There's already one in Grass valley if anyone is seeking to buy cheap paper products or such. The store would pose a distraction to the valley in lieu of a positive addition. Please do not authorize the permit.

Thank you for your attention to my concerns.

Jeanne molineaux

Sent from my iPhone



*Jim Dal Bon*



RECEIVED

OCT 04 2017

*Elaine Dal Bon*

COMMUNITY DEVELOPMENT AGENCY

TO: TYLER BARRINGTON, PRINCIPAL PLANNER, NEVADA COUNTY PLANNING DEPARTMENT

FROM: JIM DAL BON, 10301 SOUTH PONDEROSA WAY, ROUGH AND READY, CA 95975

I HAVE BEEN A PROPERTY OWNER HERE FOR 28 YEARS AND PERMANENT RESIDENT SINCE 1995.

THIS IS IN REGARDS TO THE PROPOSED DOLLAR GENERAL STORES IN ALTA SIERRA, ROUGH AND READY AND PENN VALLEY.

THE PROPOSED STORE ON THE ROUGH AND READY HIGHWAY IS MY PRIMARY CONCERN AS IT WOULD IMPACT ME SINCE I PASS THROUGH THIS AREA DAILY. I BELIEVE THAT IT WILL MARKEDLY LESSEN THE QUALITY OF LIFE FOR MYSELF AND OTHER RESIDENTS OF ROUGH AND READY.

IF ALLOWED THIS STORE WILL RESULT IN NEGATIVE IMPACTS THAT CANNOT BE MITIGATED. THE SUNSET RIDGE AREA IS HISTORICALLY A LOW KEY, NON COMMERCIAL RESIDENTIAL NEIGHBORHOOD. ALLOWING SUCH AN OUT OF CHARACTER USE IN THIS RESIDENTIAL AREA FRONTING ON AN INCREASINGLY BUSY HIGHWAY WILL TRANSFORM THE NATURE OF THE NEIGHBORHOOD FOR AS LONG AS IT EXISTS. THE IMPACT CANNOT BE MITIGATED AND IT IS MY OPINION THAT CHANGING THE TOTAL CHARACTER OF A LONG ESTABLISHED RESIDENTIAL NEIGHBORHOOD IS CONTRARY TO GOOD PLANNING.

IT IS MY UNDERSTANDING THAT THE PURPOSE OF ZONING AND PLANNING IS TO PREVENT DISORGANIZED, AND DISPARATE USES IN NEIGHBORHOODS. WE HAVE RULES ABOUT WHAT SORT OF USES SHOULD BE AVOIDED DEPENDING ON EXISTING USES. IN OUR COMMUNITY, TODAY, WE ARE DISCUSSING WHERE CANNABIS OUTLETS SHOULD AND SHOULD NOT BE ALLOWED SUCH AS LOCATED NEXT TO A SCHOOL.

IT IS MY OPINION THAT ALLOWING THIS USE ON THE ROUGH AND READY HIGHWAY IN THIS LOCATION WOULD VIOLATE THE BASIC PURPOSE OF PLANNING AND ZONING, CAUSE A TRAFFIC HAZARD AND IRREVOCABLY CHANGE THE CHARACTER OF THE NEIGHBORHOOD. I STRONGLY RECOMMEND THAT IT BE DISALLOWED.

WHILE I DO NOT LIVE IN ALTA SIERRA OR PENN VALLEY I DO VISIT THOSE VENUES TO SEE FRIENDS OR SHOP AND FEEL COMPELLED TO OFFER AN OPINION ABOUT THE PROPOSED STORES IN THOSE AREAS.

IN MY DISCUSSIONS WITH FRIENDS WHO ARE RESIDENTS OF ALTA SIERRA IT IS MY IMPRESSION THAT THEY ARE GENERALLY AGAINST A DOLLAR GENERAL STORE IN THEIR NEIGHBORHOOD. THEY BELIEVE THAT SUCH A STORE, WHILE ACCEPTABLE IN AN INTENSE COMMERCIAL NEIGHBORHOOD LIKE BRUNSWICK BASIN, IS TOTALLY OUT OF CHARACTER FOR THE LOW KEY ALTA SIERRA NEIGHBORHOOD.....EVEN IN THE SMALL AREA OF EXISTING COMMERCIAL ENTERPRISES. CONCERNS ABOUT CHANGING THE CHARACTER OF THE AREA ALONG WITH NEGATIVE TRAFFIC AND VISUAL IMPACTS WERE PROMINENT. THEIR CONSENSUS WAS THAT A DOLLAR GENERAL CHAIN STORE IS CONTRARY TO THE CHARACTER OF ALTA SIERRA. WHILE SUCH A STORE WILL NOT AFFECT MY QUALITY OF LIFE I SYMPATHIZE WITH AND RESPECT THEIR VIEWS.

THE PROPOSED PENN VALLEY STORE IS VERY DIFFERENT SINCE IT IS IN THE CENTER OF AN AREA OF LOW RISE MIXED COMMERCIAL. I CANNOT ENVISION ANY SERIOUS NEGATIVE ENVIRONMENTAL OR QUALITY OF LIFE IMPACT ON THE AREA PRESUMING THE ARCHITECTURE IS IN HARMONY WITH EXISTING STORES NEW AND OLD. THE ONLY NEGATIVE WOULD BE THE ECONOMIC IMPACT ON EXISTING STORES.

IN SUM I STRONGLY OPPOSE THE ROUGH AND READY STORE, DO NOT OBJECT TO THE PENN VALLEY PROPOSAL AND RECOMMEND THAT THE WISHES OF ALTA SIERRA RESIDENTS BE RESPECTED. THANK YOU FOR THE OPPORTUNITY TO COMMENT.

*P.O. Box 1290*

*Rough and Ready, CA 95975*

*Telephone (530) 477-0570*

*e-mail dbfiesta1@gmail.com*



## Tyler Barrington

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**From:** MARY ANDERSON <gnmbest@yahoo.com>  
**Sent:** Thursday, October 05, 2017 6:14 PM  
**To:** Tyler Barrington  
**Subject:** Alta Sierra Dollar General



Why would you put a Dollar General next to an existing store? Why would you destroy the landscape by clearing our oak trees just to put in a store that is deceiving as to the name of "Dollar General" when you can buy the same products right down the road for an actual dollar.

We do not need another store in our little community especially one that will make our traffic congestion worst.

If you really feel like you have to flood our little town with your stores put them in a place that needs one, without a store next door.

Gene and Mary Anderson

## Tyler Barrington

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**From:** Carole Donnelly <carole@c-donnelly.com>  
**Sent:** Sunday, October 08, 2017 5:34 PM  
**To:** Planning  
**Subject:** Dollar General - Alta Sierra

Dear Planning Commission,

My goodness, how many Dollar General stores does a community need? One visit to their store in downtown Grass Valley was enough to let us know we would never be shopping there.

I'm a property owner in Alta Sierra and I hope you don't cheapen our community by putting a low income store at the entrance or anywhere near here. This store does nothing to improve our property values and I would hope that would be a priority of a planning commission.

Sincerely,  
Carole Donnelly



## Tyler Barrington

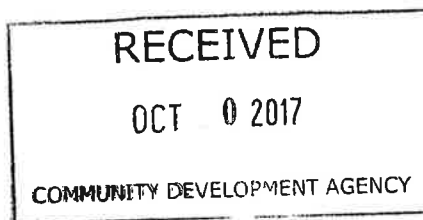
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**From:** Donna Russell <donnarus@suddenlink.net>  
**Sent:** Sunday, October 08, 2017 12:55 PM  
**To:** Tyler Barrington  
**Subject:** Dollar store in Alta Sierra

Please, please: do not burden our community with that type of store. Do not add to traffic on that windy, steep section of Alta Sierra. Many residents are having enough trouble handling the traffic we have.

Donna Russell  
14764 Stinson Drive  
Grass Valley 95949

Sent from my iPhone



## Tyler Barrington

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**To:** Joyce Scott  
**Subject:** RE: Public Notice for the proposed Dollar General Stores Planning Commission Meeting: October 26, 2017 1:30pm Board Chambers at the Eric Rood Administrative Center 950 Maidu Ave. Nevada City, CA 95959

**From:** Joyce Scott [mailto:joycestudioj@sbcglobal.net]  
**Sent:** Friday, October 13, 2017 1:42 PM  
**To:** Tyler Barrington <Tyler.Barrington@co.nevada.ca.us>  
**Subject:** Re: Public Notice for the proposed Dollar General Stores Planning Commission Meeting: October 26, 2017 1:30pm Board Chambers at the Eric Rood Administrative Center 950 Maidu Ave. Nevada City, CA 95959

Mr. Barrington ~ I cannot attend the meeting due to work. I would like to let you know that I feel that a Dollar General Store is not appropriate for our area. We need to spend and keep our local dollars with our local stores. We have plenty of stores that already provide what the DGS are selling. Thank you for reading this.

Joyce  
*Respond to Life with Love*



## **Tyler Barrington**

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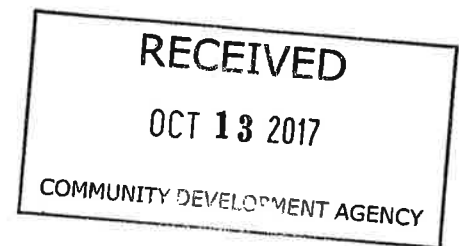
**To:** john murray  
**Subject:** RE: Public Notice for the proposed Dollar General Stores Planning Commission Meeting: October 26, 2017 1:30pm Board Chambers at the Eric Rood Administrative Center 950 Maidu Ave. Nevada City, CA 95959

**From:** john murray [mailto:eldorado37@hotmail.com]  
**Sent:** Friday, October 13, 2017 11:58 AM  
**To:** Tyler Barrington <Tyler.Barrington@co.nevada.ca.us>  
**Subject:** Re: Public Notice for the proposed Dollar General Stores Planning Commission Meeting: October 26, 2017 1:30pm Board Chambers at the Eric Rood Administrative Center 950 Maidu Ave. Nevada City, CA 95959

Thanks Tyler, saw the info in the union this morning and appreciate the email, I am still putting in my "NO" for the Alta Sierra location, still don't see any reason for it.

John Murray  
An Alta Sierra Resident

Have a good day and Enjoy the ride!??



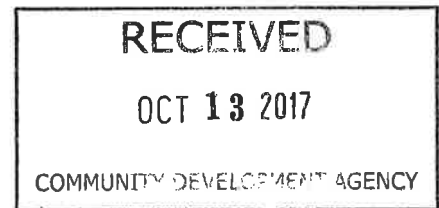
## Tyler Barrington

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**To:** Robin Karlstedt  
**Subject:** RE: Public Notice for the proposed Dollar General Stores Planning Commission Meeting: October 26, 2017 1:30pm Board Chambers at the Eric Rood Administrative Center 950 Maidu Ave. Nevada City, CA 95959

**From:** Robin Karlstedt [mailto:robinkarlstedt@yahoo.com]  
**Sent:** Friday, October 13, 2017 11:07 AM  
**To:** Tyler Barrington <Tyler.Barrington@co.nevada.ca.us>  
**Subject:** Re: Public Notice for the proposed Dollar General Stores Planning Commission Meeting: October 26, 2017 1:30pm Board Chambers at the Eric Rood Administrative Center 950 Maidu Ave. Nevada City, CA 95959

To whom it may concern ,  
I used to live on east drive and it is a residential community . I would hate to live next to a dollar general store .The lights that they leave on all night , the extra traffic turning across the road , the junk that they sell ... I see no positive reason to allow this store in this area . It is completely inappropriate . Why do we need any more of these stores ? The one in Brunswick is close enough . I vote NO strongly and urge you to not approve these stores .  
Sincerely ,  
Robin Karlstedt  
Nevada county land owner



## Tyler Barrington

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**To:** andrea  
**Subject:** RE: Public Notice for the proposed Dollar General Stores Planning Commission Meeting: October 26, 2017 1:30pm Board Chambers at the Eric Rood Administrative Center 950 Maidu Ave. Nevada City, CA 95959

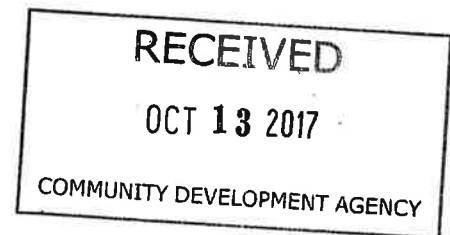
**From:** andrea [mailto:honested@hotmail.com]  
**Sent:** Friday, October 13, 2017 2:56 PM  
**To:** Tyler Barrington <Tyler.Barrington@co.nevada.ca.us>  
**Subject:** Re: Public Notice for the proposed Dollar General Stores Planning Commission Meeting: October 26, 2017 1:30pm Board Chambers at the Eric Rood Administrative Center 950 Maidu Ave. Nevada City, CA 95959

Dear Mr. Barrington,

At what point will the public be heard in opinion of the project in general. After attending the last EIR public review meeting there were legitimate concerns of the impact of these facilities and I hope to attend the upcoming meeting as well. But, beyond that, NOBODY I know wants to see those stores in our county. Have you determined if there is even a need for these three additional stores. The one that already exists is always empty...at least from the looks of the parking lot. I never shop there. And never will. We have several discount stores as it is. I am unfamiliar with the process in matters like this and thank you for keeping us involved and updated. I would like to know what steps we can take to stop any more of these businesses from coming into our area.

Thank you for you time,  
Andrea Aanestad Bradley

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## **Tyler Barrington**

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**To:** DHERBLADY@aol.com  
**Subject:** RE: Public Notice for the proposed Dollar General Stores Planning Commission ...

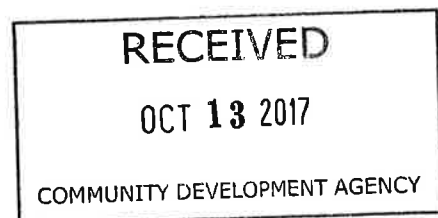
**From:** DHERBLADY@aol.com [mailto:DHERBLADY@aol.com]  
**Sent:** Friday, October 13, 2017 4:15 PM  
**To:** Tyler Barrington <Tyler.Barrington@co.nevada.ca.us>  
**Subject:** Re: Public Notice for the proposed Dollar General Stores Planning Commission ...

Thanks Tyler.

As usual, the meeting is in the middle of my store hours so I won't be able to be there. I'm hoping this is the last of it and they start building here in Alta Sierra immediately. I really need another retail store in this center to help bring people back here to shop. I've found that over the years people simply use Dog Bar as their run route and avoid this entrance even though there are services here that would/could benefit the whole community.

I'm holding on to a glimmer of hope but right now...it's not looking good for me holding on much longer. This process has taken way too long. Lack of customers makes it difficult to pay my bills!

De Linda  
The Healing Garden  
Alta Sierra





## **Tyler Barrington**

---

**To:** Tracey Walsh  
**Subject:** RE: Public Notice for the proposed Dollar General Stores Planning Commission Meeting: October 26, 2017 1:30pm Board Chambers at the Eric Rood Administrative Center 950 Maidu Ave. Nevada City, CA 95959

**From:** Tracey Walsh [mailto:montarasunshine@hotmail.com]  
**Sent:** Saturday, October 14, 2017 1:53 PM  
**To:** Tyler Barrington <Tyler.Barrington@co.nevada.ca.us>  
**Subject:** Re: Public Notice for the proposed Dollar General Stores Planning Commission Meeting: October 26, 2017 1:30pm Board Chambers at the Eric Rood Administrative Center 950 Maidu Ave. Nevada City, CA 95959

Can this be postponed?

With all that has been going on in our community... the need for more Dollar stores seems even less important.

Our community has priorities to take of each other first.

with thanks, Tracey Walsh~



## Tyler Barrington

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**From:** Sara Brownwood <sarabrownw@yahoo.com>  
**Sent:** Monday, October 16, 2017 7:40 AM  
**To:** Tyler Barrington  
**Subject:** Dollar general

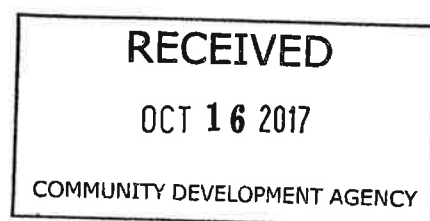
Hi Tyler,

I'm opposed to the dollar general stores being built for myriad reasons.

Please consider the impact of cheap architecture and cheap goods on the beautiful place we live and the beautiful people we share this place with.

Thanks

Sara Brownwood



## Tyler Barrington

---

**From:** carol fegte <cfegte@yahoo.com>  
**Sent:** Monday, October 16, 2017 8:35 AM  
**To:** Tyler Barrington  
**Subject:** Dollar Stores in Nevada County

Dear Tyler Barrington,

I am alarmed at the proposal to erect MORE Dollar Stores in our area--especially in Penn Valley, or (God forbid!) Rough and Ready. We moved to this area to AVOID Big Box stores; Big Box thinking and Big Box buying, not to mention that few things in the dollar store cost a dollar and all the things are not necessary here as a service to our communities.

There are so few areas of California that retain a country feel. Please, please, please do not allow our area to go the way of so many others (I would mention Woodland, Fair Oaks, Chico). Please keep us rural and do not approve the proposal to build Dollar Stores in our communities.

Sincerely,

Carol Fegte  
Rough and Ready

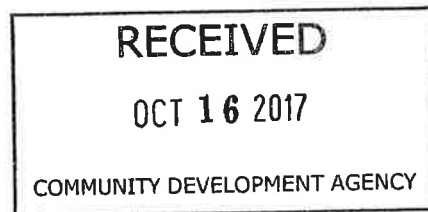


## Tyler Barrington

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**From:** kim reed-jones <canyonkim922@gmail.com>  
**Sent:** Saturday, October 14, 2017 8:33 AM  
**To:** Tyler Barrington  
**Subject:** No Dollar General

Please, no more Dollar General stores in our county. I went in the Grass Valley store once, didn't purchase anything and never returned. Their products are not a good representation of our community. It is not a busy store it is probably a write off for some oil company. If Yuba County can protect themselves from Dollar General stores, we can too.



## Tyler Barrington

---

**From:** Adam Rowe <customlandscapesgv@gmail.com>  
**Sent:** Monday, October 16, 2017 7:02 AM  
**To:** Tyler Barrington  
**Subject:** No Dollar General

Please consider the integrity and Royal Beauty of Grass Valley and Nevada City and do not allow Dollar General stores to be built. Thank you. Adam Rowe - Rough and Ready



## Tyler Barrington

---

**From:** Alma Rowe <almarowe@gmail.com>  
**Sent:** Sunday, October 15, 2017 9:52 PM  
**To:** Tyler Barrington  
**Subject:** Dollar General



Tyler,

Thank you for the opportunity to respond to the Draft Environmental Impact report on the three proposed Dollar General stores. I first became aware of the proposed project when driving up Rough and Ready Highway on my way to work. There was a resident with a sign that read "No Dollar General Store". She was standing on Rough and Ready highway in a residential neighborhood with her sign, and I agreed right away that a Dollar General Store wouldn't be the right choice for rural Nevada County.

I read through the Aesthetics section in the report, and I am very thankful that the report holds the aesthetics of our county in high regard. I think that having a Dollar General store in a residential neighborhood in Grass Valley would decrease the beauty that we all treasure. There isn't anything beautiful about a Dollar General store. The lighting is usually bright yellowish green, and the building style is very generic and unattractive. The residents that live in the area enjoy living in the neighborhood, because they can look at the sky and see the stars. The last thing they want to look at is a store that provides glare and light pollution. Property values could decrease, because Dollar General stores don't add any charm or value to a neighborhood.

Having a Dollar General store in Alta Sierra and/or Penn Valley is not the right choice for Nevada County either. We already have three dollar stores in Grass Valley which I think is plenty. I much rather have a farm stand or a new restaurant in Penn Valley or Alta Sierra. We need gathering places for the residents. Penn Valley has many retirees who need places to go and socialize. The last thing that retirees or families need is a store where they can purchase cheap plastic products made in China that will end up in the landfill. Dollar General stores are unsightly and unnecessary and wouldn't add value to our community.

Our county is known to be a community that enjoys theater, music, art, farming and wineries. Our community loves to shop and we have many great grocery stores, hardware stores and also all of the stores located in historic Grass Valley and Nevada City. We need to support the stores that are here and keep the aesthetics of our county in mind. I also think that if there are new stores built that they should be located in commercial areas and possibly incorporate housing. If there are new businesses or establishments allowed, I would want to see them produce and sell quality products and/or services and also provide decent and well paying jobs.

Thank you for keeping the needs of the residents and current business owners in mind when making the decision on whether to allow Dollar General stores. To sum up, I am opposed to the three Dollar General stores based on the aesthetics, and I also think it wouldn't be good for the existing stores in town. I would like to see Nevada County retain its charm and rural quality that makes living here special. Thank you for your consideration.

Sincerely,

Alma Rowe

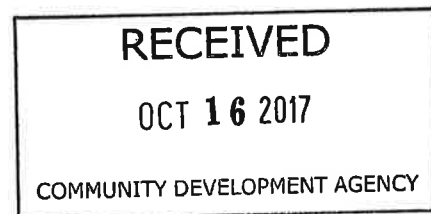
## Tyler Barrington

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**From:** Lilly Brady <lillyebrady@att.net>  
**Sent:** Monday, October 16, 2017 10:38 AM  
**To:** Tyler Barrington  
**Cc:** almarowe@gmail.com  
**Subject:** Dollar General Stores

As a frequent visitor to Penn Valley, Rough and Ready, Grass Valley and Nevada City I strongly object to the building of any Dollar General Stores in this part of Nevada County. The area has plenty of retail stores but most importantly, especially for the Penn Valley area the rural qualities must be maintained. Also cheap goods usually wind up in landfills! Small independent stores provide the network for a vital community as well as offering visitors a unique experience. Do not approve this project.

Lilly Brady  
Bay Area Resident with  
Rough & Ready family



Sent from my iPhone

## Tyler Barrington

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**From:** ryedding <ryedding@sbcglobal.net>  
**Sent:** Monday, October 16, 2017 2:43 PM  
**To:** Tyler Barrington  
**Subject:** FW:  
**Attachments:** IMG\_3873.JPG; IMG\_3884.JPG; IMG\_3887.JPG; IMG\_3899.JPG; IMG\_3901.JPG; IMG\_3903.JPG; IMG\_4553.JPG; Untitled attachment 00098.txt; IMG\_3899.JPG

**Importance:** High

Tyler,

Here are some photos of the stream that flows across my property, some during the storm when the water reached 8' high, one of the water running down Alta Sierra Dr. past the market and down my driveway it was approx. three inches deep. And one of the water running at its normal height. Notice the bank outside of the culvert, it's eaten away at over eight foot high.

This is one of my environmental impact concerns with less water shed up the hill from my property I would get more water runoff from a paved parking lot.

Please take this in consideration when making your decisions.

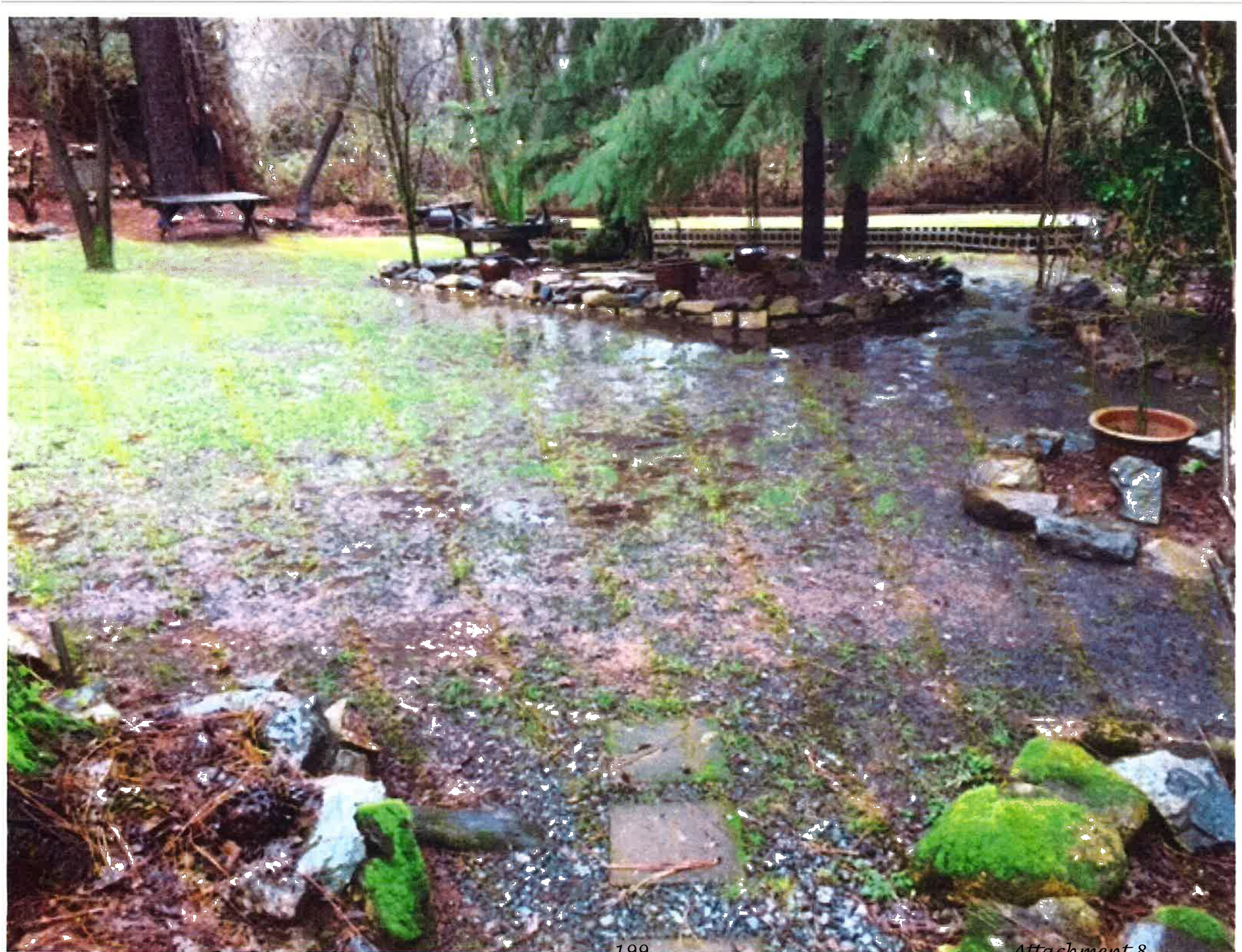
Thank you,  
Ray Yedding  
ryedding@sbcglobal.net



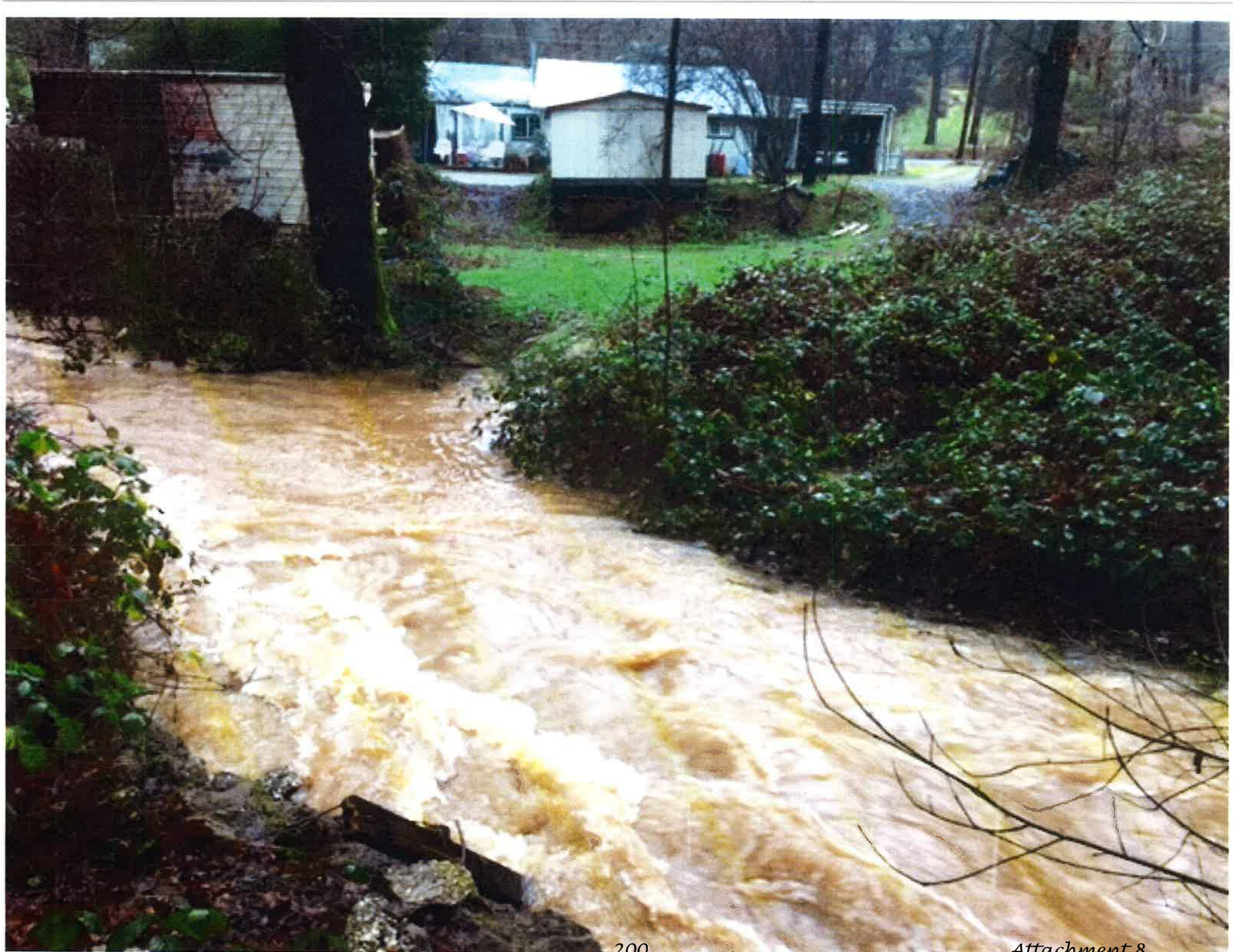








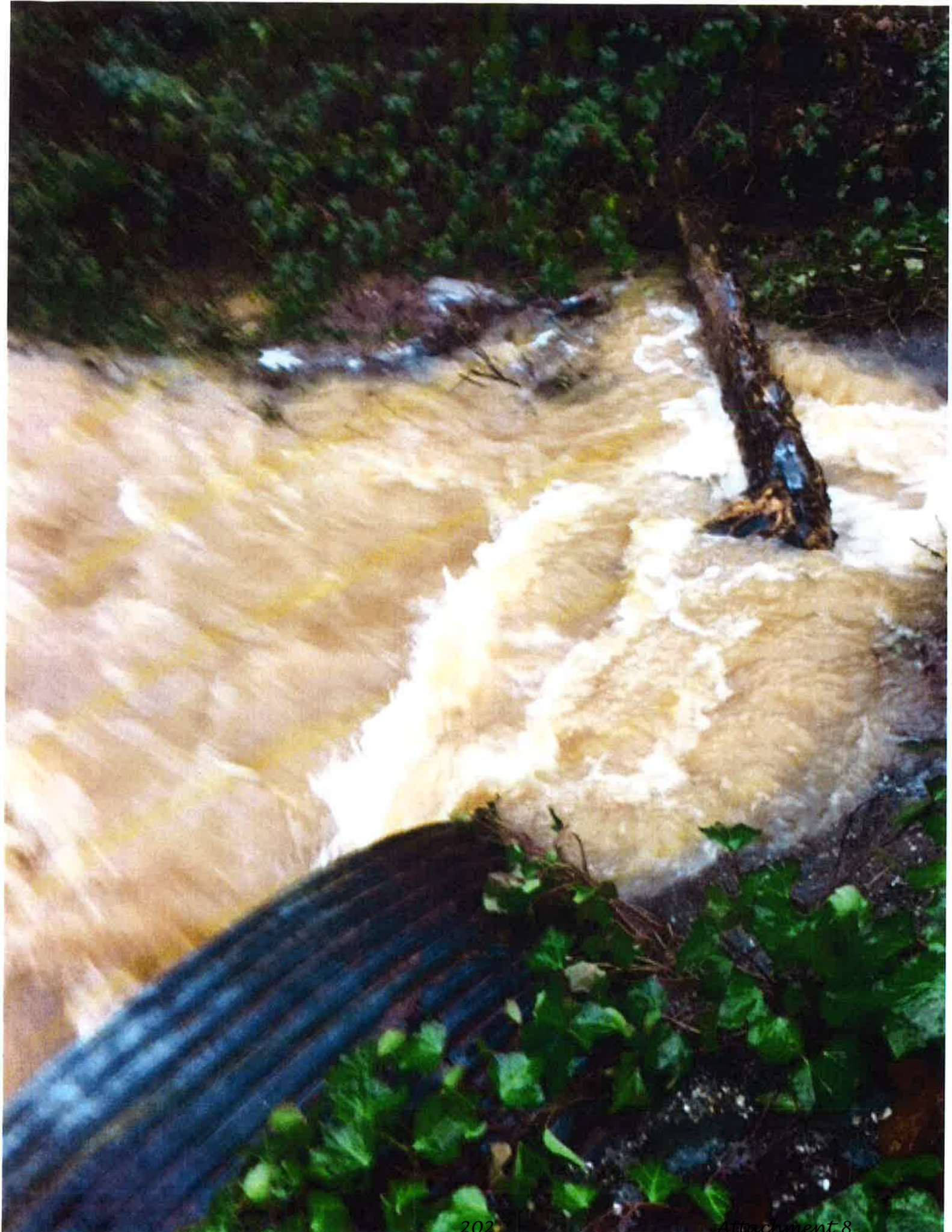








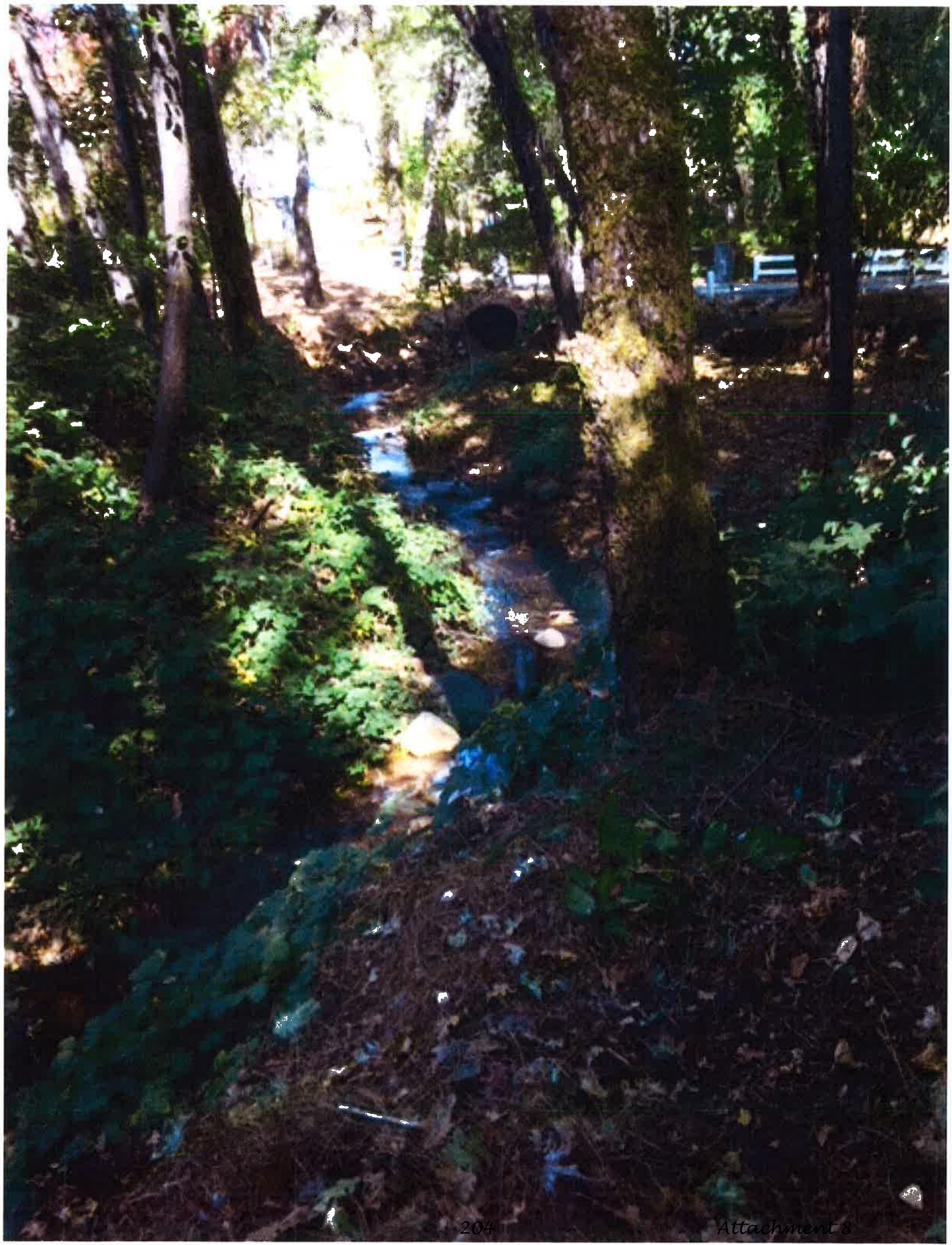














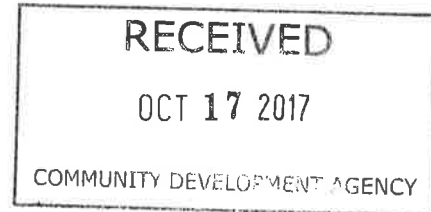




## Tyler Barrington

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**From:** Michael Freedman <mfreedman3@gmail.com>  
**Sent:** Monday, October 16, 2017 12:51 PM  
**To:** Tyler Barrington  
**Subject:** Fwd: Dollar General



Mr. Barrington,

I am not in favor of this type of store in our rural areas: these stores degrade the quality of life that we are trying to sustain here.

Thanks,

Michael Freedman

**From:** Alma Rowe <[almarowe@gmail.com](mailto:almarowe@gmail.com)>  
**Date:** October 15, 2017 at 10:37:59 PM PDT  
**To:** dsjrowe <[dsjrowe@comcast.net](mailto:dsjrowe@comcast.net)>, Denyse Shaw <[denysekshaw@earthlink.net](mailto:denysekshaw@earthlink.net)>, "Greg & Jo Paden" <[gjtahoe@sbcglobal.net](mailto:gjtahoe@sbcglobal.net)>, Heather Jacobsen <[heather@wesellnevadacounty.com](mailto:heather@wesellnevadacounty.com)>, Danelle Riles <[danellehadley@hotmail.com](mailto:danellehadley@hotmail.com)>, Sara Brownwood <[sarabrownw@yahoo.com](mailto:sarabrownw@yahoo.com)>, Jeff Brownw <[jobrownw@yahoo.com](mailto:jobrownw@yahoo.com)>, Janet and Alan Caisse <[jacaisse@comcast.net](mailto:jacaisse@comcast.net)>, Nancy Burns Trice <[nancyjeanburns@gmail.com](mailto:nancyjeanburns@gmail.com)>, Alan Caisse <[acaisse@pacbell.net](mailto:acaisse@pacbell.net)>, lilly brady <[lillyebrady@att.net](mailto:lillyebrady@att.net)>, Dayna Baldwin <[mommaday1991@gmail.com](mailto:mommaday1991@gmail.com)>, Sara Laurin <[sarajeromy@hotmail.com](mailto:sarajeromy@hotmail.com)>, Deborah Curtis <[knit.pony@gmail.com](mailto:knit.pony@gmail.com)>, Colleen Kelly Ericson <[colleenlovingwhatis@gmail.com](mailto:colleenlovingwhatis@gmail.com)>, Sarah Galleo <[Sarah.Galleo@co.nevada.ca.us](mailto:Sarah.Galleo@co.nevada.ca.us)>, "Janice & Rod Bedayn" <[bedayn@gmail.com](mailto:bedayn@gmail.com)>, Adam Rowe <[customlandscapesgv@gmail.com](mailto:customlandscapesgv@gmail.com)>  
**Subject:** Dollar General

Hi!

I just wrote a quick letter to the Planning director for Nevada County regarding a project that would build three Dollar General stores in a neighborhood in Grass Valley and also in the "commercial" areas in Penn Valley and Alta Sierra. There is a 1,000 page report about this project. You don't have to read the whole report but I looked at the Aesthetics section.

If you would like to keep Nevada County rural and beautiful and not see three new Dollar General stores be built, could you send a short email to [Tyler.Barrington@co.nevada.ca.us](mailto:Tyler.Barrington@co.nevada.ca.us)?

If you could send something to him on Monday that would be ideal but there is time leading up to the meeting. I'm not sure when the meeting is, but they are accepting comments from the public for at least a week or so. Time is of essence though! Please send a quick email and let him know you oppose having three Dollar General stores. You can state that you oppose the building of the three stores for aesthetics or any reason that you come up with.

I'm not sure if this link works but you can check out the website and navigate to "Planning" and then Current Projects to find "Dollar General". <https://www.mynevadacounty.com/522/Dollar-General>

Thank you!

Alma