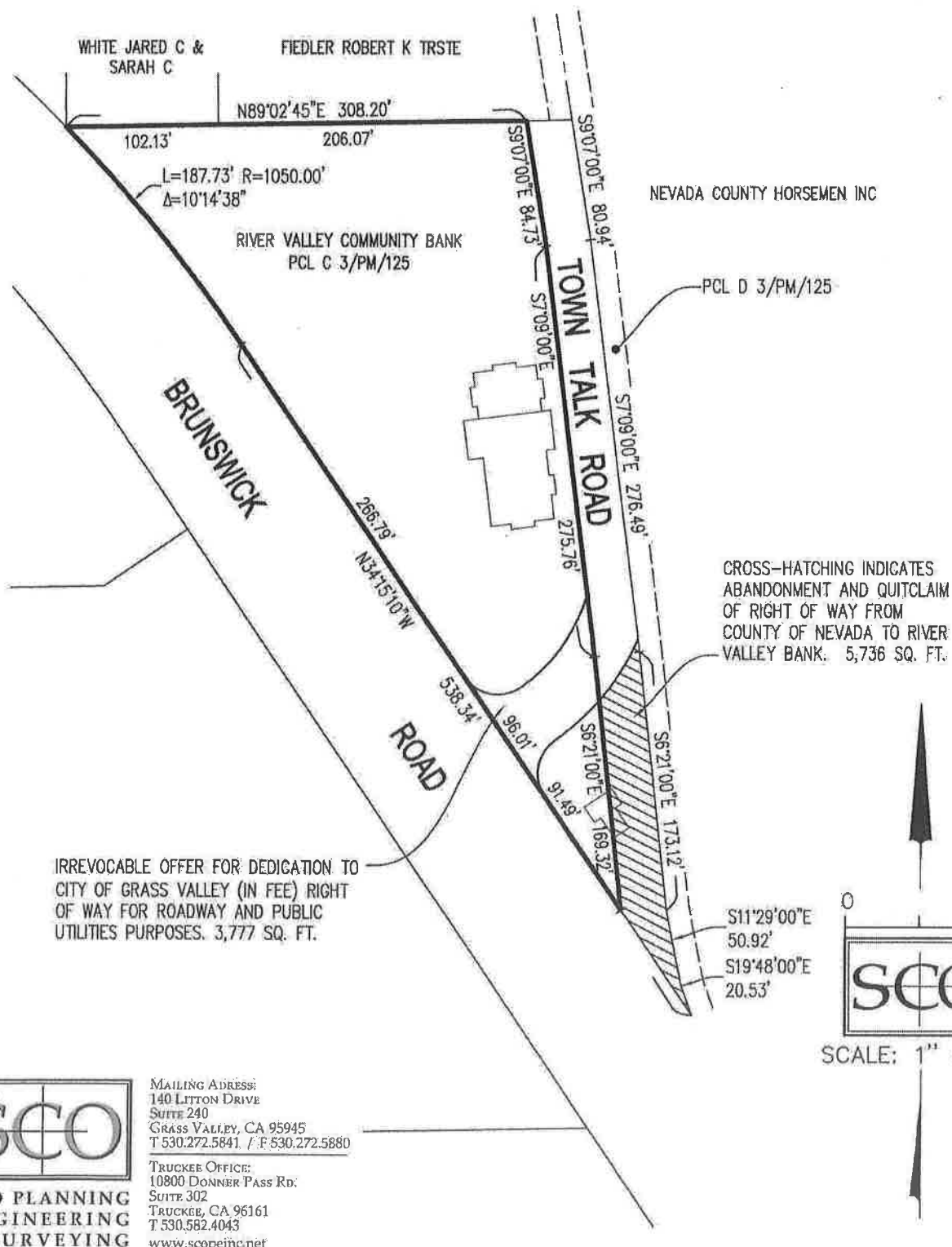


EXHIBIT "A"

RIVER VALLEY BANK OFFER FOR DEDICATION AND RIGHT OF WAY ABANDONMENT

BEING A PORTION OF THE N.E. $\frac{1}{4}$ OF THE S.W. $\frac{1}{4}$ OF SECTION 24, T. 16 N., R. 8 E., M.D.B. & M.



**SCO PLANNING
ENGINEERING
& SURVEYING**

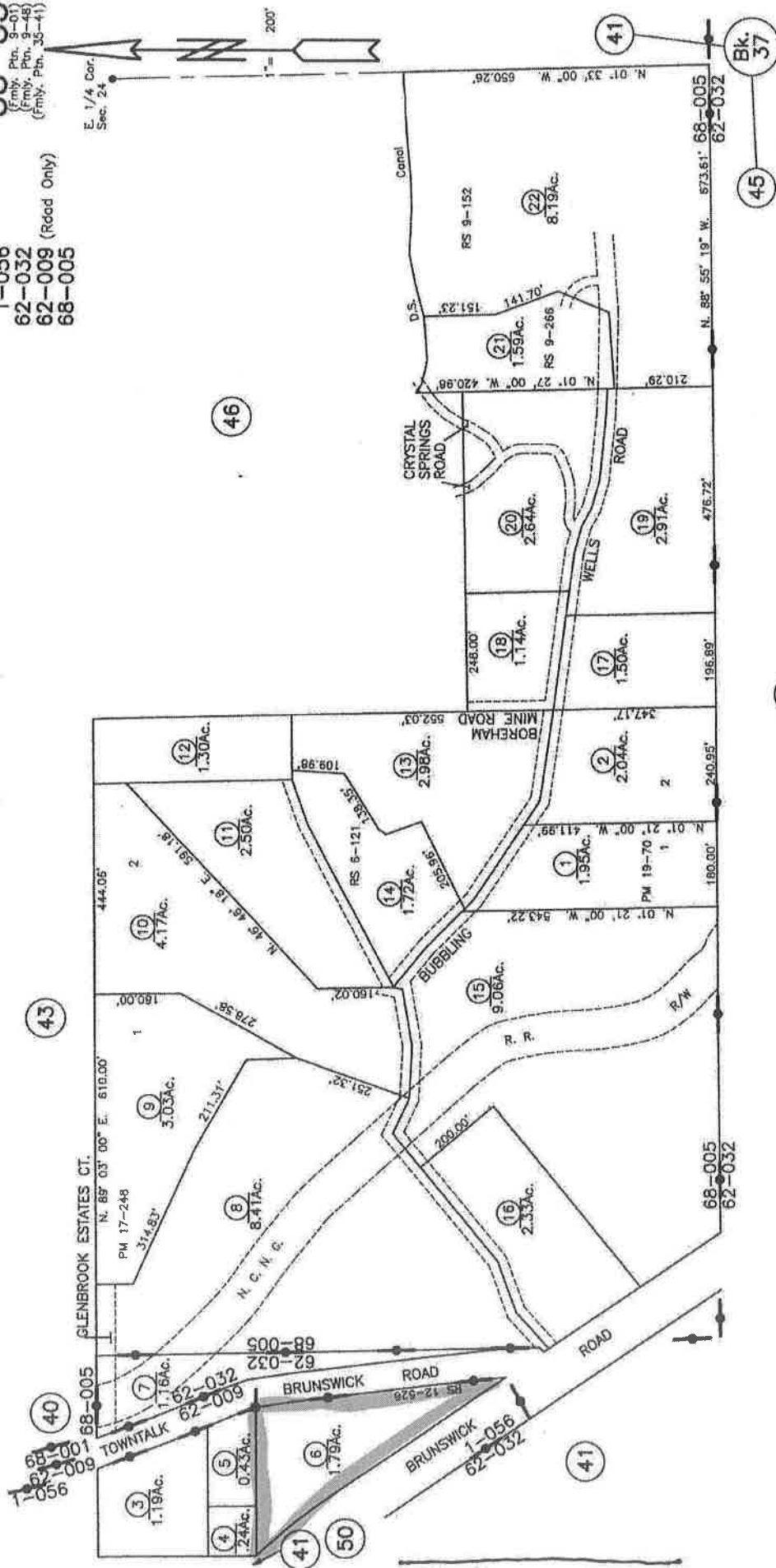
MAILING ADDRESS:
140 LITTON DRIVE
SUITE 240
GRASS VALLEY, CA 95945
T 530.272.5841 / F 530.272.5880

TRUCKEE OFFICE:
10800 DONNER PASS RD.
SUITE 302
TRUCKEE, CA 96161
T 530.582.4043
www.scopeinc.net

PTN. S. 1/2 SEC. 24, T. 16 N., R. 8 E., M.D.B. & M.

35-55
(Fmly. Ptn. 9-01)
(Fmly. Ptn. 9-48)
(Fmly. Ptn. 35-41)

Tax Area Code
1-056
62-032
62-009 (Road Only)
68-005



ASSESSOR'S MAP

1-1-02
1-1-05
1-1-07

Assessor's Map Bk. 35-Pg. 55
County of Nevada, Calif.
2001

ASSESSOR'S PARCEL MAP
This map was prepared for assessment purposes only. No liability is assumed for any errors or omissions. The Assessor's office may not comply with local lot-split or building area ordinances.

NW 12/01



City of Grass Valley
Community Development Department
125 E. Main Street
Grass Valley, California 95945
(530) 274-4330

RECEIVED
JUN 14 2017
PUBLIC WORKS

REQUEST FOR COMMENTS

Date: June 9, 2017

To: Interested Parties/Responsible & Trustee Agencies

From: Lance E. Lowe, AICP, Senior Planner
City of Grass Valley, Community Development Department
125 E. Main Street
Grass Valley, CA 95945
530-274-4716/lancel@cityofgrassvalley.com

RE: **Project Description** – River Valley Bank Tentative Parcel Map, Development Review and Sign Permit(s) (17PLN-16) in the Office Professional (OP) Zone located at 580 Idaho Maryland Road. The Tentative Parcel Map proposes division of an approximate ± 1.79 acre parcel into 3 parcels consisting of Parcel 1 – 46,773 sq. ft.; Parcel 2 – 2,997 sq. ft.; and Parcel 3 – 28,164 sq. ft. The Development Review Permit is for the construction of a 3,500 sq. ft. bank and 1,500 sq. ft. retail/office building. A Sign Permit is required for monument and building signage.

As an interested party and/or Responsible or Trustee Agency, in accordance with the California Environmental Quality Act (CEQA), the above described project is being distributed to you for review and comment. Your comments and/or conditions must be received, **in writing**, no later than **June 30, 2017**. If you need additional information to complete your review, please contact me at your earliest convenience at the above noted address:

Applicant: SCO Planning & Engineering

Owner: Clinton Holzwarth

APN: 35-550-06

File No: 17PLN-16

Project Location: Subject property is located at 580 Idaho Maryland Road.

General Plan: Commercial

Zoning: Office Professional (OP) Zone

Parcel Size: ± 1.79

Water: NID

Sewage: City of Grass Valley

Attachments: City of Grass Valley Universal Application Form
Site Plan
Building Elevations

Comments: _____

Signed: _____ Title: _____ Date: _____

Project Description

River Valley Community Bank

River Valley Community Bank is seeking the City's consideration of a Tentative Parcel Map and Development Review Application to subdivide and develop a 1.79 acre parcel of land located at the corner of Town Talk Road and Brunswick Road (Assessor's Parcel Number 35-55-06).

Existing Parcel

The existing parcel is triangular in shape and is adjacent to Brunswick Road and Town Talk Road. The subject property is undeveloped and slopes generally toward the northwest with gentle slopes ranging between 5% - 9%. There are approximately 165 trees on and adjacent to the property consisting mostly of pine and cedar ranging from 6" dba to 36" dba. There are also a few oak trees, however no heritage oak or landmark oak groves exist on the property.

The property is located within the City's Office Professional (OP) Zoning District. Surrounding uses include a single family home and Glenbrook Plaza to the north, Horseman's Lodge to the east, and vacant land (proposed residential subdivision) to the south and west.

Proposed Project

The project proposes a single building of approximately 4,950 square feet: 3,500 square feet for River Valley Community Bank and an additional 1,450 square feet of office/retail lease space. A total of 28 parking spaces will be provided. Primary access is off of Brunswick Road with two additional access points off of Town Talk Road.

The property will be subdivided into three (3) parcels: Parcel 1 (46,733 square feet) will accommodate the 3,500 sf bank and all of the parking area; Parcel 2 (2,997 square feet) will accommodate the 1,450 sf lease space; and Parcel 3 (28,165 square feet) is proposed as a remainder parcel which will remain undeveloped at this time.

An Irrevocable Offer of Dedication is proposed to provide the ability of future realignment of Town Talk Road to provide a safer intersection at Brunswick Road and line up with the proposed residential subdivision (Timberwood Estates) to the west. A small portion of right-of-way within Town Talk Road is proposed to be quit-claimed back to the property owner upon acceptance of the I.O.D. by the City.

TENTATIVE PARCEL/ SUBDIVISION MAP



SUPPLEMENTAL APPLICATION INFORMATION

This document will provide necessary information about the proposed project. It will also be used to evaluate potential environmental impacts created by the project. Please be as accurate and complete as possible in answering the questions. Further environmental information could be required from the applicant to evaluate the project.

**PLEASE PRINT CLEARLY OR TYPE
USE A SEPARATE SHEET, IF NECESSARY, TO EXPLAIN THE FOLLOWING:**

I. Project Characteristics:

A. Describe all existing buildings and uses on the property: _____

The property is undeveloped and there are no existing buildings.

B. Describe surrounding land uses:

North: Glenbrook Station (City Zoning - OP)

South: Undeveloped (proposed residential subdivision)

East: Horsemans Lodge (County zoning - RA-1.5)

West: Brunswick East (City Zoning - OP)

C. Describe existing public or private utilities on the property: _____

Existing public utilities (water & sewer) are located adjacent to the property within Brunswick Road. There are also public utility overhead power lines which cross the northeast corner of the property.

D. Subdivision phasing: If the project is a portion of an overall larger project, describe future phases or extension. Show all proposed phases on site plan: _____

Multiple phases are not proposed. The project is anticipated to be constructed in a single phase.

E. List any proposed exceptions to the City's Subdivision Standards contained in Section 17.080.100 of the City's Development Code: _____

There are no exceptions being requested.

DEVELOPMENT REVIEW



SUPPLEMENTAL APPLICATION INFORMATION

This document will provide necessary information about the proposed project. It will also be used to evaluate potential environmental impacts created by the project. Please be as accurate and complete as possible in answering the questions. Further environmental information could be required from the applicant to evaluate the project.

**PLEASE PRINT CLEARLY OR TYPE
USE A SEPARATE SHEET, IF NECESSARY, TO EXPLAIN THE FOLLOWING:**

I. Project Characteristics:

A. Describe all existing buildings and uses of the property: _____
The property is undeveloped. There are no existing buildings on the property.

B. Describe surrounding land uses:

North: Glenbrook Station (City Zoning - OP)
South: Undeveloped (future residential subdivision)
East: Horsemens Lodge (County Zoning - RA-1.5)
West: Brunswick East (City Zoning - OP)

C. Describe existing public or private utilities on the property: _____
Existing public utilities (water & sewer) are located adjacent to the property within Brunswick Road. There are also public utility overhead power lines which cross the northeast corner of the property.

D. Proposed building size (if multiple stories, list the square footage for each floor): _____
River Valley Bank ~ 3,500 square feet (see architectural plans for details)
Additional office/retail building ~ 1,450 square feet (see architectural plans for details)

E. Proposed building height (measured from average finished grade to highest point): _____
~24' maximum height

F. Proposed building site plan:

(1)	Building coverage	~5,000	Sq. Ft.	~6	% of site
(2)	Surfaced area	~22,700	Sq. Ft.	~29	% of site
(3)	Landscaped area	~2,400	Sq. Ft.	~3	% of site
(4)	Left in open space	~47,900	Sq. Ft.	~62	% of site
	Total	~78,000	Sq. Ft.	100	%

G. Construction phasing: If the project is a portion of an overall larger project, describe future phases or extension. Show all phases on site plan. _____
Multiple phases are not proposed. The project is anticipated to be constructed in a single phase. _____

H. Exterior Lighting:

1. Identify the type and location of exterior lighting that is proposed for the project. _____
A combination of 15' high pole lighting and 48" tall bollard lighting is proposed for the parking area
(see architectural plans for details) _____

2. Describe how new light sources will be prevented from spilling on adjacent properties or roadways. _____
All new pole lighting will be directed downward to prevent spilling onto adjacent properties. _____

I. Total number of parking spaces required (per Development Code): 24 _____

J. Total number of parking spaces provided: 28 _____

K. Will the project generate new sources of noise or expose the project to adjacent noise sources? _____
Noise levels associated with this project are not anticipated to exceed the noise levels within the City's General Plan. _____

L. Will the project use or dispose of any potentially hazardous materials, such as toxic substances, flammables, or explosives? If yes, please explain. _____
No, the project will not use or dispose of potentially hazardous materials. _____

M. Will the project generate new sources of dust, smoke, odors, or fumes? If so, please explain. Long-term project operations will not result in emissions of dust, ash, smoke, fumes or odor. However, short-term dust may be encountered as a result of temporary grading operations. To mitigate dust during construction and grading operations, a dust control plan will be included on the Final Improvement Plans. _____

II. If an **outdoor use** is proposed as part of this project, please complete this section.

A. Type of use:

Sales _____ Processing _____ Storage _____
Manufacturing _____ Other _____

B. Area devoted to outdoor use (shown on site plan). _____

Square feet/acres _____ Percentage of site _____

C. Describe the proposed outdoor use: _____

ENVIRONMENTAL



SUPPLEMENTAL APPLICATION INFORMATION

REQUIRED UNLESS CDD STAFF DETERMINE THE PROJECT TO BE EXEMPT

This document will provide necessary information about the proposed project. It will also be used to evaluate potential environmental impacts created by the project. Please be as accurate and complete as possible in answering the questions. Further environmental information could be required from the applicant to evaluate the project.

**PLEASE PRINT CLEARLY OR TYPE
USE A SEPARATE SHEET, IF NECESSARY, TO EXPLAIN THE FOLLOWING:**

Project Characteristics:

1. Site characteristics (size, slope, shape, development constraints):

The project site is triangular shaped and approximately 1.79 acres in size. The property generally slopes from the northeast to the northwest, ranging from about 5% to 9%. Besides the parcel shape, the only development constraint is a natural drainage ditch in the northwest corner of the site.

2. Precisely describe the existing use and condition of the site:

The site is currently undeveloped.

3. Describe surrounding land uses:

North: North of the project site are the Glenbrook Station (OP Zoning District) and a single family home (R-3 Zoning District).

South: South of the project site is a proposed residential subdivision (R-2A/PD Zoning District). The proposed subdivision is on the opposite side of Brunswick Road.

East: East of the project site is the Horsemans Lodge. Property to the east is zoned RA-1.5 by Nevada County and is outside of the City limits.

West: West of the project site is Brunswick East within the City's OP Zoning District.

4. **Describe the plant cover found on the site, including the number and types of all trees:**

The plant cover on the site is primarily mixed conifer forest. There are approximately 165 trees on site (or directly adjacent to the site), most of which are pine and cedar ranging in size from 6" dba to about 36" dba. No heritage oaks or landmark oak groves were identified on the project site.

5. **Water Supply: NID or City of Grass Valley? Nevada Irrigation District (NID)**

6. **Is the site filled land or has slopes in excess of 10 percent?**

The Geotechnical Report prepared by H&K did indicated the proposed development is feasible from a geotechnical standpoint and there was no evidence the site was filled land. In general, slopes across the site range from 5% - 9%.

7. **Has the site been surveyed for historical, paleontological or architectural resources? If yes, provide a copy of the survey report.**

An Archaeological Records search is being conducted to determine if a cultural survey is required. The results of the records search are forthcoming.

8. **Does the site contain any asbestos containing ultramafic rock? No. The Geotechnical Report prepared by Holdrege & Kull does not identify any asbestos containing ultramafic rock.**

9. **Does the site contain any unique natural, ecological or scenic resources?**

No. The site does not contain any unique resources.

10. **Do any drainage swales or channels border or cross the site?**

Yes. There is a low lying area that drains toward the northwest corner of the site. This low-lying area is proposed to treat runoff from the impervious surfaces of the project design.

11. **List any water courses, creeks on or adjacent to the site:**

There are no water courses or creeks on or adjacent to the site.

12. Are there any wetlands on the site?

No wetlands or waters of the U.S. were identified on the site.

13. Is the site within or in close proximity to a 100-year flood plain?

There are no 100-year flood plains identified by FEMA within or in close proximity to the site.

14. Is the project located adjacent to a State highway or Airport?

No. The project is not located adjacent to a highway or airport.

15. Has a traffic study been prepared? If yes, provide a copy of the study.

No. The 3500 square foot bank and additional 1450 square foot office/retail space would generate less p.m. peak hour trips than the City's threshold of 63; therefore a Traffic Study is not required.

16. Identify any planned outdoor uses:

There are no planned outdoor uses associated with this project.

17. Describe how drainage and on-site retention will be accommodated:

All new surface runoff created by this project will be retained and treated on-site via a retention pond(s) designed to City of Grass Valley standards.

18. Identify any off-site construction required to support this project:

There is a small amount of off-site construction adjacent to the site required to support this project including additional widening of the pavement within Brunswick Road (along the property frontage) and widening along Town Talk Road between the project entrances. Additionally, tie-ins to offsite utilities will be necessary including sewer, water and dry utilities.

19. Preliminary grading plan estimate: _____cubic yards of cut and _____cubic yards of fill.

20. Give the estimate dates for the following (for the purposes of conducting an air quality analysis for the project):

- a. Rough Grading: September, 2017
- b. Final Grading: November, 2017
- c. Start of Construction: November, 2017
- d. Complete Construction: May, 2018
- e. Describe any project phasing: No phasing proposed

21. Has a Phase I or Phase II Environmental been prepared for the project? If so, provide a copy of the study(s).

No. A Phase I or Phase II Environmental has not been prepared for this project.

22. Has any Geotechnical study been prepared for the site? If so, provide a copy of the study.

Yes. A Geotechnical Report was prepared for this site by Holdrege & Kull and is included herein.

23. List all other permits or public agency approvals required of this project:

Approvals needed for this project include Tentative Parcel Map, Development Review, grading permit, building permit, and encroachment permit. In addition to City of Grass Valley approvals, the project also requires approval by Nevada Irrigation District (NID) for water service.

24. During construction or project operations, will the project:

a. Emit dust, ash, smoke, fumes or odors? If so, what is emitted and in what quantities?

Long-term project operations will not result in emissions of dust, ash, smoke, fumes or odor. However, short-term dust may be encountered as a result of temporary grading operations. To mitigate dust during construction and grading operations, a dust control plan will be included on the Final Improvement Plans.

b. Alter existing drainage patterns?

Drainage patterns will not be altered as a result of this project.

- c. **Create a substantial demand for energy or water beyond the typical use associated with the project?**

The project will not create a substantial demand for energy or water.

- d. **Increase noise levels on site or for adjoining areas that may exceed noise levels of the City's General Plan?**

Noise levels associated with this project are not anticipated to exceed the noise levels within the City's General Plan.

- e. **Generate large amounts of solid waste or litter beyond quantities associated with the type of project?**

Large amounts of solid waste or litter are not anticipated with this type of project.

- f. **Use, produce, store or dispose potentially hazardous materials such as toxic or radioactive substances, flammable or explosives?**

No, the project will not use or dispose of potentially hazardous materials.

- g. **Would the project require unusually high demands for such services as Police, fire, schools, water, public recreation?**

No, the project will not require unusually high demands for services.

- h. **Will the project displace any residential occupants?**

No, the project will not displace any residential occupants.

25. Number of existing trees on the site:

- a. **Number, size and type of trees to be removed:**

~ 77 (47%) trees are anticipated to be removed, consisting of pine & cedar ranging in size from 6" to 36". Tree retention is expected to be greater than 50%.

- b. **Describe other vegetation on the site:**

Other vegetation includes primarily upland vegetation and mixed-conifer forest.

26. Describe the type and amount of outdoor lighting involved:

A combination of 15' max. high pole lighting and 48" tall bollard lighting are proposed within the parking area (see architectural plans for lighting details).

27. Will the project use or dispose of any potentially hazardous materials such as toxic substances, flammables, or explosives? If yes, please explain:

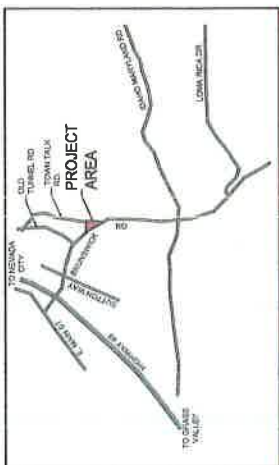
No hazardous materials will be used or disposed of as part of this project.

28. Will the project utilize Federal funds or require Federal authorization subject to the provisions of the National Environmental Policy Act (NEPA) of 1969?

No Federal funds will be utilized as part of this project.

If yes, please provide a copy of all related grants and/or financing documents, related information and environmental requirements.

N/A



Legend

- EXISTING TIES TO BANK (B)
- EXISTING TIES TO BE REMOVED (R)
- NEW CONCREE
- NEW 4" MANHOLE
- NEW 6" MANHOLE
- NEW 8" MANHOLE
- NEW 10" MANHOLE
- NEW 12" MANHOLE
- NEW 14" MANHOLE
- NEW 16" MANHOLE
- NEW 18" MANHOLE
- NEW 20" MANHOLE
- NEW 22" MANHOLE
- NEW 24" MANHOLE
- NEW 26" MANHOLE
- NEW 28" MANHOLE
- NEW 30" MANHOLE
- NEW 32" MANHOLE
- NEW 34" MANHOLE
- NEW 36" MANHOLE
- NEW 38" MANHOLE
- NEW 40" MANHOLE
- NEW 42" MANHOLE
- NEW 44" MANHOLE
- NEW 46" MANHOLE
- NEW 48" MANHOLE
- NEW 50" MANHOLE
- NEW 52" MANHOLE
- NEW 54" MANHOLE
- NEW 56" MANHOLE
- NEW 58" MANHOLE
- NEW 60" MANHOLE
- NEW 62" MANHOLE
- NEW 64" MANHOLE
- NEW 66" MANHOLE
- NEW 68" MANHOLE
- NEW 70" MANHOLE
- NEW 72" MANHOLE
- NEW 74" MANHOLE
- NEW 76" MANHOLE
- NEW 78" MANHOLE
- NEW 80" MANHOLE
- NEW 82" MANHOLE
- NEW 84" MANHOLE
- NEW 86" MANHOLE
- NEW 88" MANHOLE
- NEW 90" MANHOLE
- NEW 92" MANHOLE
- NEW 94" MANHOLE
- NEW 96" MANHOLE
- NEW 98" MANHOLE
- NEW 100" MANHOLE

Notes

- ELECTRIC VEHICLE CHARGING STATION
- BIKE RACK
- TRASH ENCLOSURE
- ADA ACCESSIBLE STALLS (2)
- CONCRETE CURB AND GUTTER
- 2" WIDE 12" THICK ADA COMPLIANT SHOULDER (TYP)
- 3" ASPHALT OVER 6" AGG BASE (TYP)
- STORM DRAIN DRAINAGE INLET (TYP)
- POND WATER QUALITY OUTLET STRUCTURE
- 16" FIRE MANHOLE
- 8" WIDE CONCRETE DETACHED SIDEWALK
- WIDENING FOR ARTERIAL ROAD 1/2 SECTION
- WIDENING FOR MAJOR RESIDENTIAL ROAD 1/2 SECTION

Sheet Index

Sheet 1 PRELIMINARY GRADING, DRAINAGE & UTILITY PLAN

Sheet 2 TENTATIVE PARCEL MAP

EARTHWORK QUANTITIES:

CUT	150.00
FILL	150.00
EXPORT	150.00



Project Information

OWNER / APPLICANT:
RIVER VALLEY BANK
15000
(909) 799-4000
FAX: (909) 799-4000
CITY OF GRASS VALLEY

PLANNING & ENGINEERING:
SCO PLANNING & ENGINEERING, INC., SUITE 140
GRASS VALLEY, CA 95945
CONTACT PERSON: MARTIN WOOD, P.E.
CITY OF GRASS VALLEY

FIRE PROTECTION:
WATER
FIRE PROTECTION & GAS UTILITY
FIRE GAS AND EXHAUST CHIMNEY
15000
(909) 799-4000
FAX: (909) 799-4000
CITY OF GRASS VALLEY

SEWAGE DISPOSAL:
CITY OF GRASS VALLEY

SITE ADDRESS:
15000
(909) 799-4000
FAX: (909) 799-4000
CITY OF GRASS VALLEY

ASSESSOR'S PARCEL NO.:
15000
(909) 799-4000
FAX: (909) 799-4000
CITY OF GRASS VALLEY

LAND AREA:
15000
(909) 799-4000
FAX: (909) 799-4000
CITY OF GRASS VALLEY

GENERAL PLAN DESIGNATION:
OFFICE / PROFESSIONAL





**RIVER VALLEY
COMMUNITY BANK**
ARCHITECTURE
445 Crown Point Ct. Suite C
Grass Valley, CA 95945
(916) 344-7000
Waller@rivervalleybank.com

These drawings are the work of the architect and are not to be used for any other purpose without the written consent of the architect. Any reproduction or use of these drawings without the written consent of the architect is strictly prohibited.



**RIVER VALLEY
COMMUNITY BANK**
Experiences the Difference

DESIGN REVIEW

**RIVER VALLEY
COMMUNITY BANK**
BANK & PROFESSIONAL OFFICE
550 BRUNSWICK ROAD,
GRASS VALLEY, CALIFORNIA 95945

Sheet No.	001
Scale	1/8" = 1'-0"
Date	06/08/2017
Drawn By	SV

Proj. No.: 2017014
Date: 06/08/2017
Scale: SV
Drawn By: SV

A-00
PERSPECTIVE

06/2017 12:58:15 PM





A - PROJECT SITE EAST



B - PROJECT SITE NORTH



C - NEVADA COUNTY HORSEMEN



D - TIMBERWOOD ESTATES



E - BRUNSWICK EAST



F - GLENBROOK STATION



G - BANK OF THE WEST



H - NEVADA COMMONS APARTMENTS



I - WESTERN SIERRA MEDICAL CLINIC



J - CHASE BANK



K - WESTAMERICA BANK



L - SAFEWAY CENTER



M - VALENTINA'S BISTRO AND BAKERY



N - SIERRA CENTRAL CREDIT UNION



O - BANK OF AMERICA



P - WALGREENS



Waller Design Studio
ARCHITECTURE
143 Cowan Point Ct., Suite C
Grass Valley, CA 95945
(530) 264-7700
wallerdesignstudio.com



River Valley
COMMUNITY BANK
Experience the Difference

DESIGN REVIEW

RIVER VALLEY
COMMUNITY BANK
BANK & PROFESSIONAL OFFICE
800 BRUNSWICK ROAD
GRASS VALLEY, CALIFORNIA 95945

Rev	Description	Date
1	Initial	08/06/2017
2	Revised	08/06/2017
3	Revised	08/06/2017
4	Revised	08/06/2017
5	Revised	08/06/2017
6	Revised	08/06/2017
7	Revised	08/06/2017
8	Revised	08/06/2017
9	Revised	08/06/2017
10	Revised	08/06/2017

Proj. No.: 2017014
Date: 08/06/2017
Scale:
Drawn By: RAY

A-01
NEIGHBORHOOD PHOTO SURVEY
6/6/2017 12:28:33 PM

[illegible]

Proj. No.:	2017014
Date:	05/06/2017
Scale:	1/8" = 1'-0"
Drawn By:	SM

A-02

FLOOR & ROOF PLAN

LEGEND

DS
L R

DOWNSPOUT LOCATION

INTERIOR WALL LOCATION

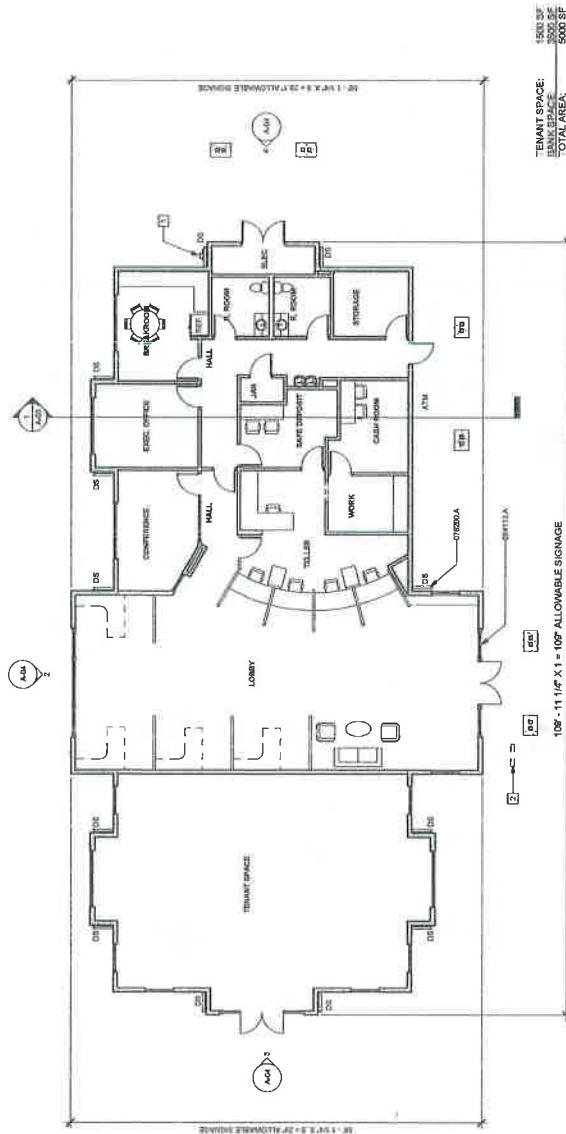
EXTERIOR WALL LOCATION

SHEET NOTES

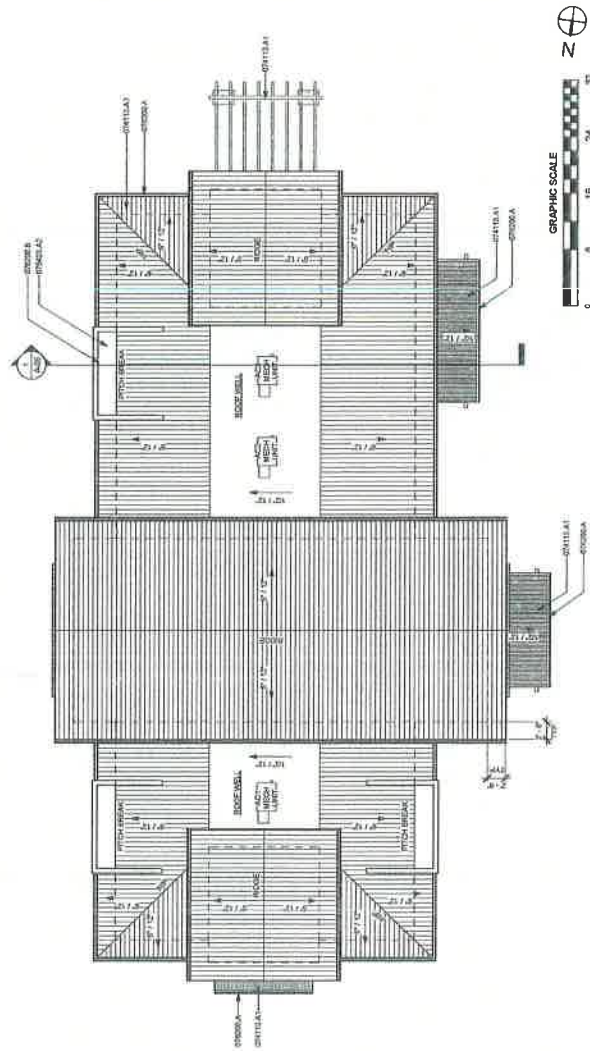
1. GAS METER LOCATION
2. BIKE RACK LOCATION

KEYNOTES

814121A1	METAL ROOF PANEL ASSEMBLY EXPOSED-FASTENERS (LAP-SEAM)
074131A3	METAL ROOF PANEL ASSEMBLY; STANDING-SEAM (CLASS A)
074032A3	METRICALLY FASTENED TWO SHEET MEMBRANE ROOFING ASSEMBLY
816002A4	OUTRIG AND CONVEYOR ASSEMBLY
816003A4	POMED MOTAL COPIING ASSEMBLY
816113A4	ALUMINUM CLAD PANEL AND DISCHARGE ASSEMBLY



① FLOOR PLAN - SD
8/10/11 10:41:20 AM



② ROOF PLAN - SD
 $1/8" = 1'-0"$



349 Crown Point Ct., Suite C
Grass Valley, CA 95945
(530) 264-7010
WellsDesignStudio.com



Example:



RIVER VALLEY
COMMUNITY BANK
Experience the Difference

DESIGN REVIEW

**RIVER VALLEY
COMMUNITY BANK**
BANK & PROFESSIONAL OFFICE
550 BRUNSWICK ROAD,
GRAPE VALLEY, CALIFORNIA 95645

[illegible]

Proj. No.:	2017014
Date:	08/06/2017
Scale:	As Indicated
Drawn By:	Author

A-03

F1	ROOF FINISH: MANUFACTURE: METAL PRODUCT: VERTICAL BEAM METAL ROOF COLOR: ANTRACITE PLUS (N61)
F2	CORRUGATED FINISH: MANUFACTURE: CORRUGATED PRODUCT: CORRUGATED WALL PANEL COLOR: CHAMPAGNE METALLIC (169)
R	EXTENDED WALL FINISH: MANUFACTURE: JAMES HARDIE PRODUCT: EXTENSION LAP COLOR: BENJAMIN MOORE - RIENNA VISTA GOLD (208)
F4	EXTENDED WALL FINISH: MANUFACTURE: CHAMPAGNE PRODUCT: PLASTER - ACRYLIC COLOR: SIERRA LEONE (439)
R	EXTENDED TRIM FINISH: MANUFACTURE: ROAL PRODUCT: EXTERIOR TRIM COLOR: BENJAMIN MOORE - WOODCLIFF LAKE (969)
R	STONE FINISH: MANUFACTURE: LOCAL MINE PRODUCT: NATURAL MINE ROCK COLOR: LOCAL MINE ROCK COLOR
F7	TUBE STEEL COLUMNS & TRUSS FINISH: MANUFACTURE: BENJAMIN MOORE PRODUCT: TUBULAR COLOR: BENJAMIN MOORE - WOODCLIFF LAKE (969)
R	FLORESTONE FINISH: MANUFACTURE: CLOCASTE PRODUCT: ALUMINUM ANODIZED COLOR: CLEAN
P	GUTTER AND DOWNSPOUT FINISH: MANUFACTURE: FABRICATED PRODUCT: GUTTER AND DRAIN COLOR: FINCHES & FLY MISTRESS PLUS (N61)
F10	EXTENDED GLAZING FINISH: MANUFACTURE: SOLARSHAN PRODUCT: SOLARSHAN 70 INSULATED UNIT COLOR: METAL
F11	INTERNAL DOOR FINISH: MANUFACTURE: BENJAMIN MOORE PRODUCT: DOOR COLOR: WOODCLIFF LAKE (969)



Date	Description	

Proj No.:	2017014
Date:	08/08/2017
Scale:	As indicated
Drawn By:	SM

A-04

EXTERIOR ELEVATIONS

6/8/2017 12:58:56 PM

LEGEND

- | | |
|----|--|
| F1 | ROCK FINISH
MANUFACTURE: METAL SALES
PRODUCT: METAL ROOF
COLOR: MISTIQUE PLUS (M1) |
| F2 | CONCRETE SPONGE/STRETCH FINISH
MANUFACTURE: METAL SALES
PRODUCT: METAL WALL PANEL
COLOR: CHAMPAGNE METAL (M6) |
| F3 | EXTERIOR VALENTIN
MANUFACTURE: JAMES MARDE
PRODUCT: CONCRETE LAP
COLOR: BENJAMIN MOORE - BLENDA VISTA GOLD (208) |
| F4 | EXTERIOR VALENTIN
MANUFACTURE: ONESIA
PRODUCT: GEMENT PLASTER - ACRYLIC
COLOR: THE YAK LEANE (26) |
| F5 | EXTERIOR TANG
MANUFACTURE: BORDA
PRODUCT: TRI-EXTENSION TRIM
COLOR: BENJAMIN MOORE - WOODCLIFF LAKE (869) |
| F6 | EXTERIOR STEEL
PRODUCT: LOCAL NINE ROCK
COLOR: NATURAL |
| F7 | THICK STEEL COLUMNS & TRUSS FINISH
MANUFACTURE: BENJAMIN MOORE
PRODUCT: CONCRETE
COLOR: BENJAMIN MOORE - WOODCLIFF LAKE (869) |
| F8 | STORMBOLT
MANUFACTURE: OLCASTLE
PRODUCT: STAIN
COLOR: STAIN MODIFIED ALUMINUM |

GENERAL NOTES

- A. REFER TO LANDSCAPE PLANS FOR ADDITIONAL INFORMATION
B. REFER TO SITE PHOTOMETRIC PLAN FOR EXTERIOR LIGHT LOCATIONS.
C. EXTERIOR LIGHTS TO HAVE BRONZE FINISH, TYPICAL.

SHEET NOTES

1. WALL MOUNTED SIGNAGE: HALO LIGHT TYPE. REFER TO EXTERIOR SIGN SCHEDULE BELOW FOR ALLOWED AREA.
2. ATM LOCATION.
3. DROP BOX LOCATION
4. BOLLARD LIGHT FIXTURE: SEE SITE LIGHTING PLAN A - 08 FOR TYPE AND LOCATION.

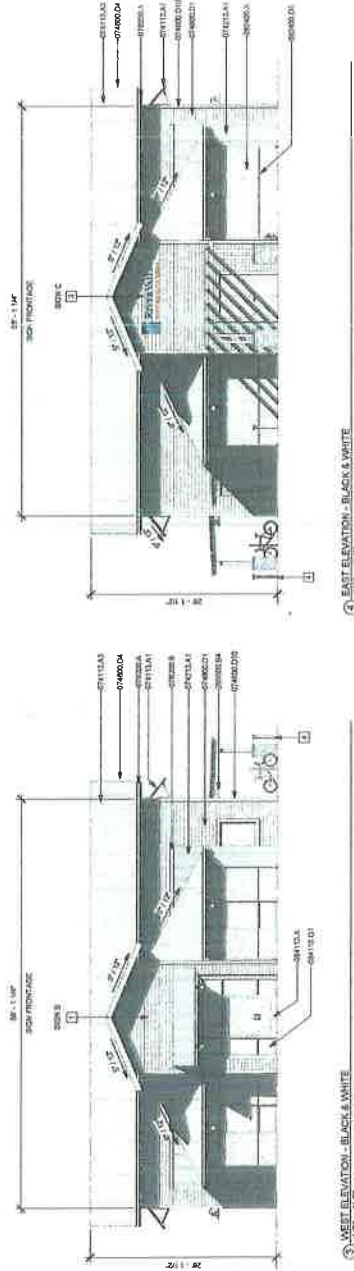
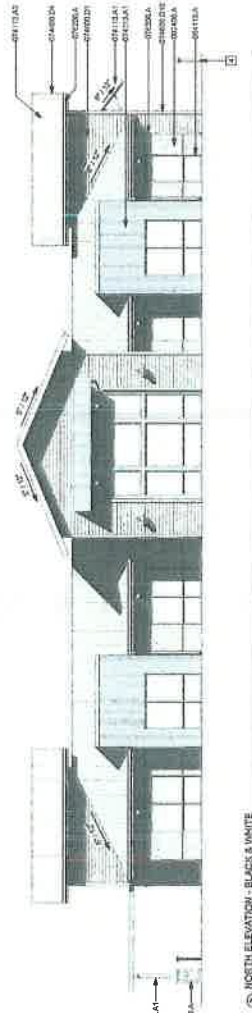
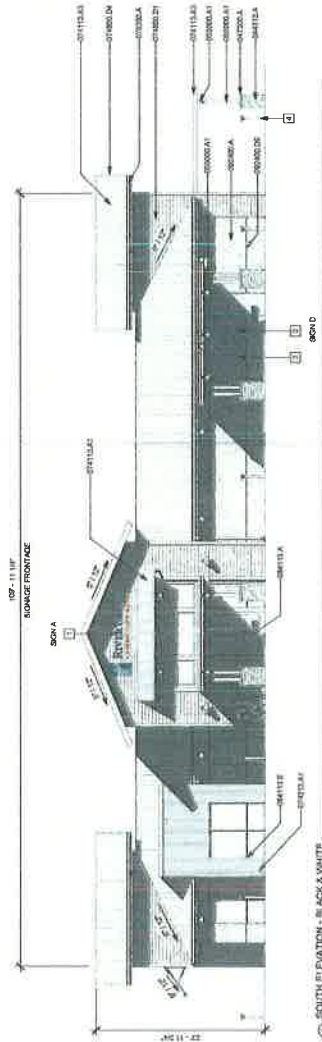
EXTERIOR SIGNAGE TABLE

ELEVATION CALIBRATION:

- | | |
|--|----------|
| LEVATION CALCULATION | 36 SF |
| 19' - 11 1/4" X 1' - 10" SF ALLOWED | |
| IGN 'Y' (SOUTH ELEVATION) = 36' X 144' / 44 | |
| IGN 'Y' (ATM) = 14.5' X 25' / 144 | 3.53 SF |
| LEVATION CALCULATION | |
| 19' - 1 1/4" X 5' - 28" SF ALLOWED | |
| IGN 'B' (FUTURE WEST ELEVATION) = 32' X 128' / 144 | 28.45 SF |
| LEVATION CALCULATION | |
| 19' - 1 1/4" X 5' - 28" SF ALLOWED | |
| IGN 'C' (EAST ELEVATION) = 32' X 128' / 144 | 28.45 SF |

KEYNOTES

- [illegible]

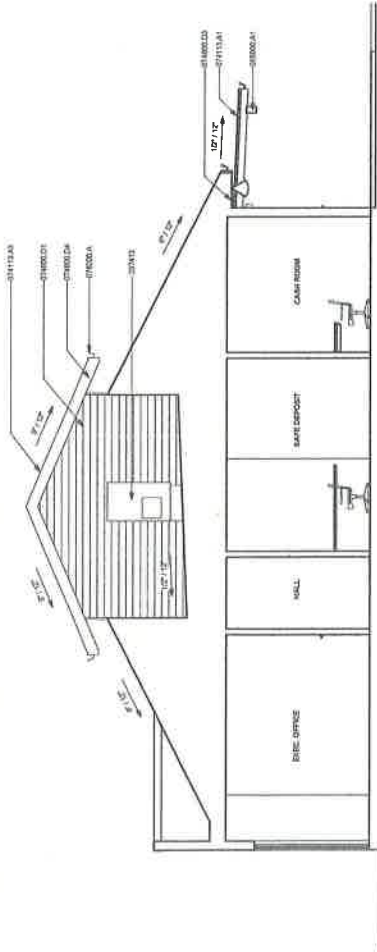


LEGEND

RECEIVED LIGHTING LOCATION

KEYNOTES

- 06000-A1 STEEL TRUSS ASSEMBLY, PAINTED
- 07113-A1 METAL ROOF PANEL, ASSEMBLY, STANDING-SEAM (CLASS A)
- 07113-A2 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A3 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A4 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A5 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A6 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A7 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A8 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A9 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A10 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A11 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A12 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A13 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A14 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A15 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A16 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A17 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A18 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A19 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A20 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A21 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A22 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A23 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A24 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A25 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A26 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A27 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A28 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A29 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A30 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A31 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A32 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A33 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A34 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A35 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A36 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A37 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A38 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A39 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A40 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A41 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A42 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A43 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A44 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A45 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A46 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A47 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A48 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A49 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A50 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A51 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A52 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A53 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A54 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A55 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A56 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A57 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A58 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A59 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A60 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A61 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A62 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A63 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A64 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A65 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A66 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A67 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A68 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A69 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A70 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A71 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A72 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A73 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A74 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A75 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A76 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A77 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A78 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A79 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A80 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A81 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A82 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A83 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A84 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A85 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A86 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A87 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A88 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A89 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A90 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A91 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A92 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A93 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A94 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A95 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A96 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A97 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A98 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A99 PREPARED PORTLAND CEMENT BOARD ASSEMBLY
- 07113-A100 PREPARED PORTLAND CEMENT BOARD ASSEMBLY



1. Architectural Section
1/8" = 1'-0"



WALLACE BERBER ARCHITECTS
10000 1st Avenue, Suite C
Oakland, CA 94612
Tel: 415.778.8888
www.wallaceberber.com

These drawings are the sole property of Wallace Design Studio. Any reproduction or reuse in any form without the written approval is strictly forbidden.



RIVER VALLEY
COMMUNITY BANK
Experience the Difference

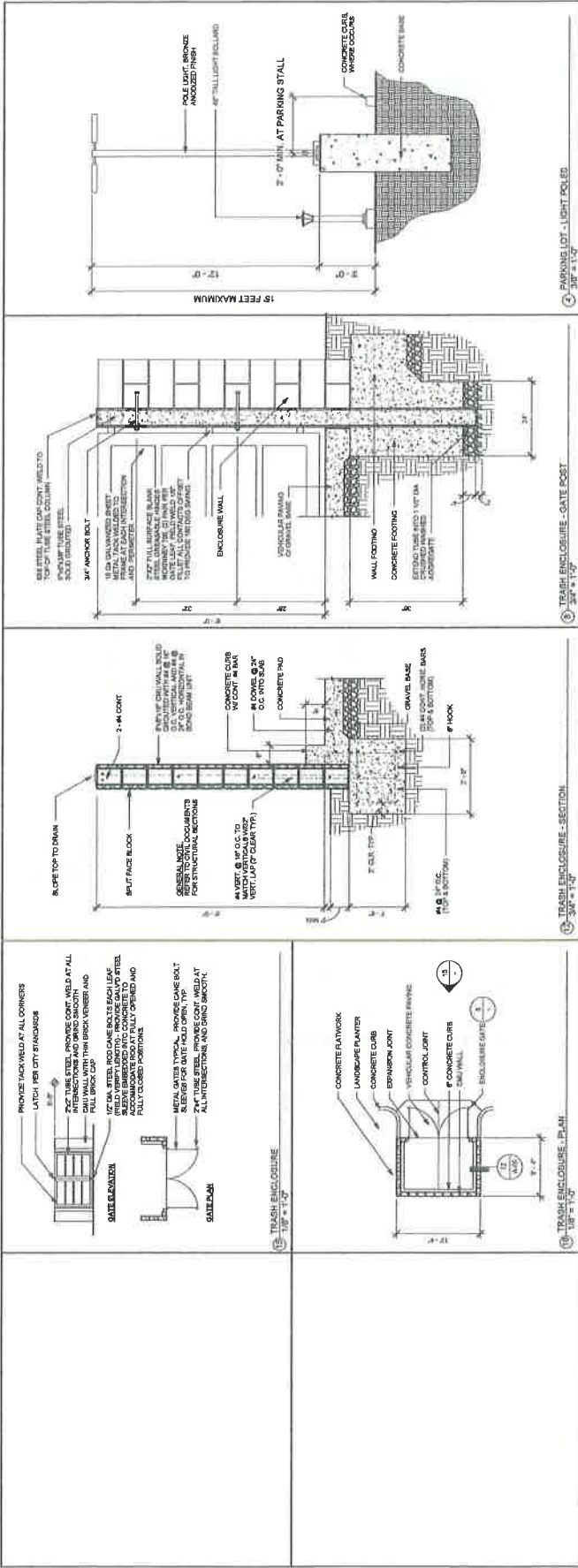
DESIGN REVIEW

RIVER VALLEY
COMMUNITY BANK
BANK & PROFESSIONAL OFFICE
500 BRUNSWICK ROAD,
GRASS VALLEY, CALIFORNIA 95945

Project No.:	2017014
Date:	08/08/2017
Scale:	As indicated
Drawn By:	SM

A-05
BUILDING SECTION &
MISC DETAILS

6/8/2017 12:58:57 PM



[illegible]

Proj No :	2017014
Dtts:	08/06/2017
Scale:	As indicated
Drawn By:	RMW

A-06

SITE LIGHTING PLAN

	Maint.	Type	Manufacturer	Model	Lamp	Nostris
A	LED Area Luminaire	Cire	NARE-EDR	LED	Pole Light 12'x9"	
B	LED Pathway Luminaire	Cire	PRW-ZDR	LED	Solar/Light 4"x6"	
C	LED Area Flood	Knapco	Floodlight	LED	Pole Light 12'x9"	
D	LED Area Flood	JMP Lighting	Area Flood	LED		
E	LED Architectural Wall Pack	TLS Industries	RAMP - Mini Post Mount	LED		
F	Downlight - Recessed Can	Kim Lighting	IC-207TJ-2X1UO-CL	LED		
G	LED Compact Fluorescent	Kim Lighting	LC-28V-TJ-2X1UO-DUS	LED		



* A = AREA LIGHTING FIXTURE



•B' - PATHWAY LIGHTING FIXTURE



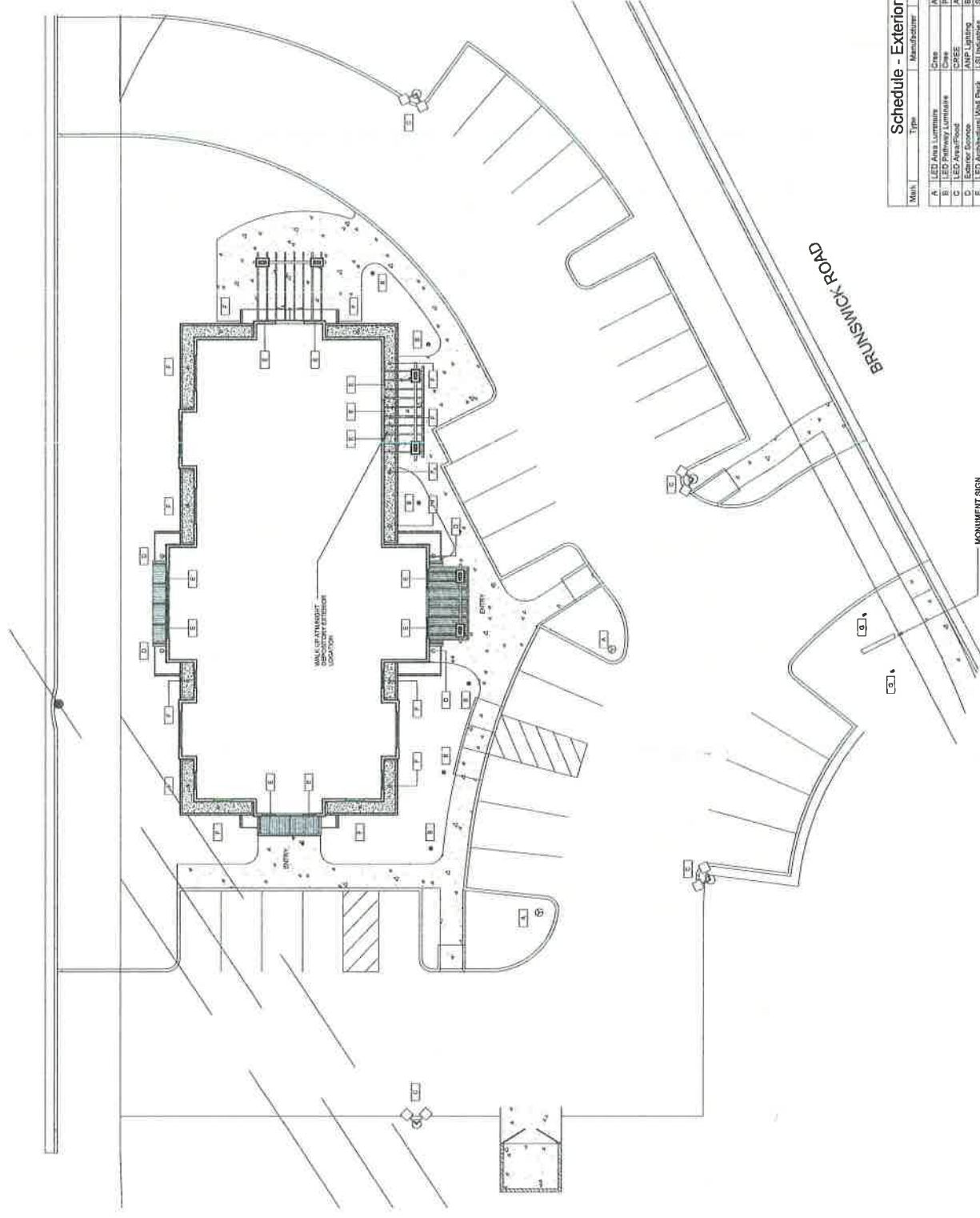
"C" - PARKING LIGHTING FIXTURE



'D' - EXTERIOR WALL LIGHTING FIXTURE



***E - EXTERIOR WALLPACK FIXTURE
UNDER AWNINGS**



Schedule - Exterior Lighting Fixtures



These drawings are the sole property of Wells Design Studio. Any request to reuse or reproduce whole or in part without written approval is strictly prohibited.



RIVER VALLEY
COMMUNITY BANK
Experience the Difference

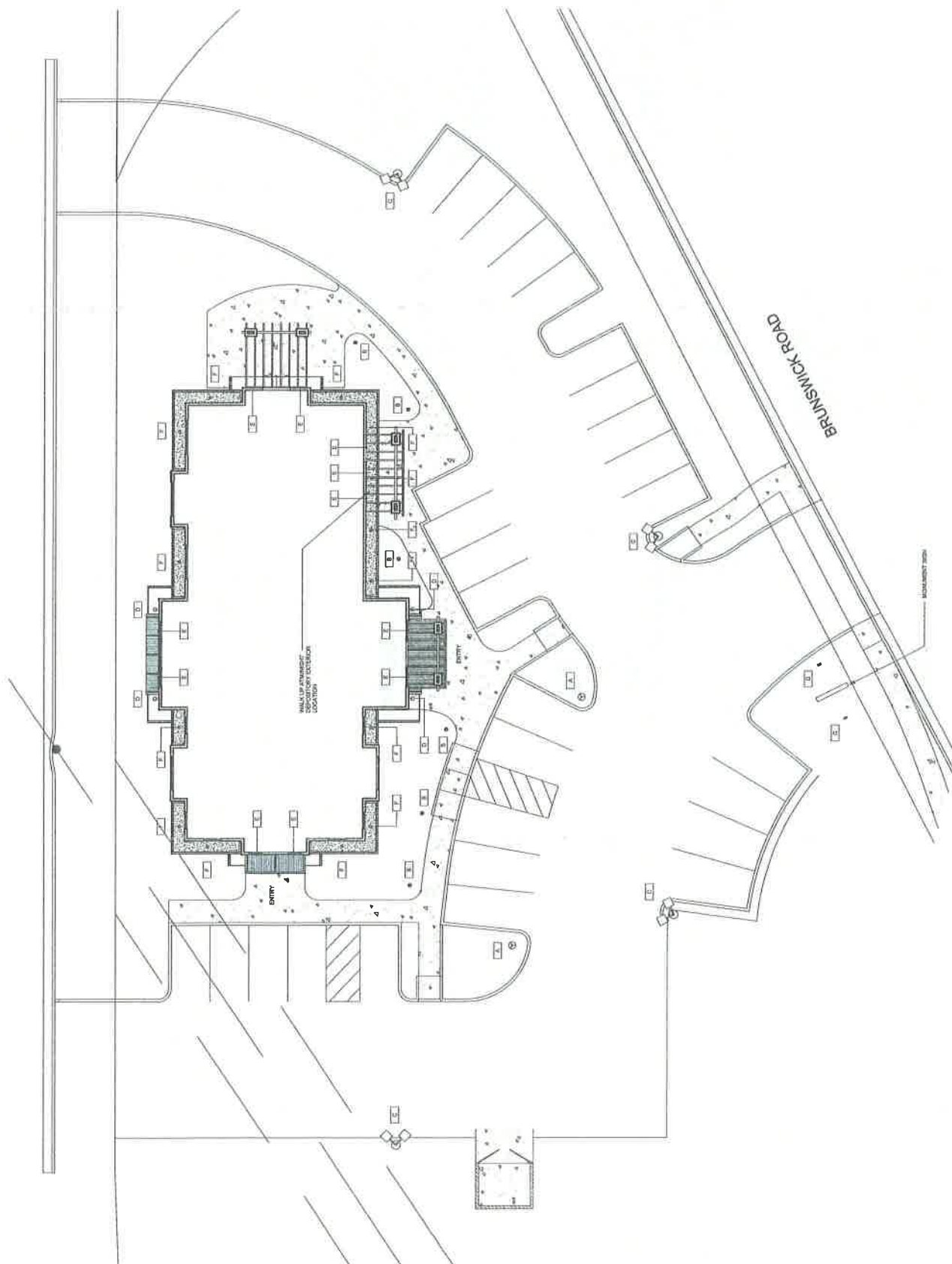
DESIGN REVIEW

**RIVER VALLEY
COMMUNITY BANK
BANK & PROFESSIONAL OFFICE
660 BRUNSWICK ROAD,
GRASS VALLEY, CALIFORNIA 95945**

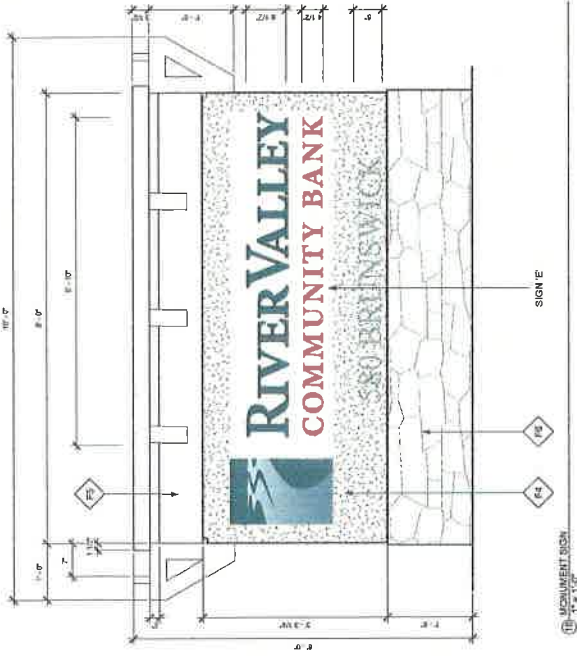
[illegible]

Proj. No.:	2017014
Date:	08/08/2017
Scale:	1" = 10'-0"
Drawn By:	RMW

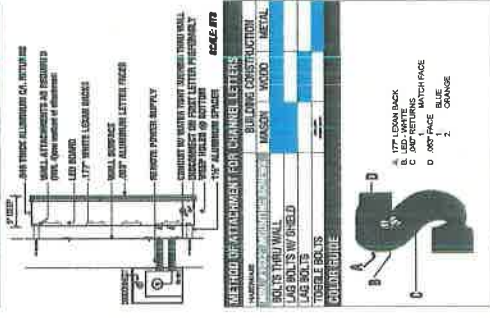
A-07 SITE LIGHTING PHOTOMETRIC

PHOTOMETRIC
M6/2017 12:59:01 PM① SITE - PHOTOMETRIC PLAN
1-16-27

BUILDING SIGNAGE



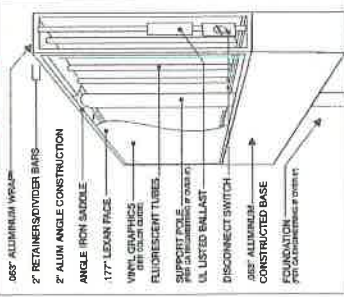
DETAILS



1 1/2" ALUMINUM ANGLE FRAME

1 1/2" ANGLE IRON SADDLE
BOLTED TO FRAME AND
WELDED TO 3" STEEL POLE

DETAILS



COLOR GUIDE	PAINT	COLOR HERE	TEXTURE: NAME FINISH GLOSS
100% WHITE	100% WHITE	100% WHITE	100% WHITE
100% WHITE	100% WHITE	100% WHITE	100% WHITE
100% WHITE	100% WHITE	100% WHITE	100% WHITE
100% WHITE	100% WHITE	100% WHITE	100% WHITE

COLOR & MATERIAL BOARD



EXTERIOR WALL FINISH
MANUFACTURE: JAMES HARDIE
PRODUCT: ARTISAN COLLECTION - LAP
COLOR: BUENA VISTA GOLD (209)



EXTERIOR WALL FINISH
MANUFACTURE: JAMES HARDIE
PRODUCT: ARTISAN COLLECTION - LAP
COLOR: BUENA VISTA GOLD (209)



EXTERIOR WALL FINISH
MANUFACTURE: JAMES HARDIE
PRODUCT: ARTISAN COLLECTION - LAP
COLOR: BUENA VISTA GOLD (209)



EXTERIOR WALL FINISH
MANUFACTURE: JAMES HARDIE
PRODUCT: ARTISAN COLLECTION - LAP
COLOR: BUENA VISTA GOLD (209)

EXTERIOR WALL FINISH
MANUFACTURE: JAMES HARDIE
PRODUCT: ARTISAN COLLECTION - LAP
COLOR: BUENA VISTA GOLD (209)



EXTERIOR WALL FINISH
MANUFACTURE: JAMES HARDIE
PRODUCT: ARTISAN COLLECTION - LAP
COLOR: BUENA VISTA GOLD (209)

EXTERIOR WALL FINISH
MANUFACTURE: JAMES HARDIE
PRODUCT: ARTISAN COLLECTION - LAP
COLOR: BUENA VISTA GOLD (209)

EXTERIOR WALL FINISH
MANUFACTURE: JAMES HARDIE
PRODUCT: ARTISAN COLLECTION - LAP
COLOR: BUENA VISTA GOLD (209)



DESIGN REVIEW

RIVER VALLEY
COMMUNITY BANK
BANK & PROFESSIONAL OFFICE
890 BRUNSWICK ROAD
GRASS VALLEY, CALIFORNIA 95945

PROJ. NO.	2017014
DATE	06/06/2017
SCALE	As Indicated
DRAWN BY	RMW

A-08
COLORS & MATERIALS
06/2017 1:55:05 PM

Sanitary Sewer: The nearest sanitary sewer connection is located along Brunswick Road, which will be required to be extended to serve the site prior to or concurrently with development of the property.

Dry Utilities: Dry utilities (i.e., natural gas, electrical supply, telephone, cable) are located on Brunswick Road and presently serve the subject site. The proposed project will be connected to existing utilities from the site that extend from Brunswick Road.

Signage – A new monument and building signage is proposed with the proposed project (Sheet A-08). The proposed 4 foot by 8 foot monument sign is located along Brunswick Road at the proposed entryway location. The monument sign includes a concrete foundation with decorative cap. The monument sign will accommodate the leasable tenant space on Parcel 2 in addition to River Valley Bank. The inset signage is internally illuminated LED of 9 sq. ft. each. The wall signage consists of signs on the west and south elevations of 36 and 28.5 sq. ft. respectively. The signage is individual channel letters sized according to the west and south facades.

SITE DESCRIPTION AND ENVIRONMENTAL SETTING:

The parcel is bordered by a developed residential parcel, print shop, and cell phone repair shop to the north. South of the project site, is undeveloped property outside of the City of Grass Valley City limits. Bordering the project site on the east is the Horseman's Association horse arena facility. Immediately west of the site is an approved fifty-one (51) lot residential subdivision (Timberwood Estates aka Mikiah Woods) (**Attachment 3 – Site Photographs**).

AGENCY COMMENTS: A "Request for Comments" was circulated for the project from June 9, 2017 through June 30, 2017. Comments received during the Responsible and Trustee Agency review period were incorporated in the project as Conditions of Approval, where appropriate. Comments have been attached to this report for DRC's and Planning Commission's review and consideration (**Attachments 6 and 7 – Project Correspondence**). Below is a brief summary of the comments received followed by a brief staff response and corresponding Condition of Approval, where appropriate:

Agency	Comments/Staff Response	COA
Nevada County Department of Public Works (06/28/17)	<p>1. Access – 1) County supports the proposed Irrevocable Offer of Dedication and realignment of Town Talk Road; 2) Realignment should be constructed with the project; 3) Without realignment County would not support access onto Town Talk Road. 4) County supports segment of Town Talk being deeded back to property owner.</p> <p>Staff Response: With the exception of 2) above, the City Community Development Department agrees with the comments provided by the Nevada County Public Works Department. With respect to item No. 2) the County's requirement to have the applicant dedicate the road right-of-way and build the road connection, as part of the project, appears to be based upon the substantial AM/PM and average daily trips estimated by the County (62AM, 98PM Peak hour</p>	G 4-7

	<p>and 581 total average daily trips)(Rates provided assume the greater traffic-generating use of retail ("Shopping Center" land use code)) However, in review of the project and its location, it is the opinion of the Community Development Department that the trip generation rates used by Nevada County are overstated. According to the 9th edition of ITE Trip Generation Manual, Trip Generation Rates vary from a low of 12PM peak hour vehicle trips/1,000 sq. ft. for Walk-in Banks to a high of 148 average vehicle trips/1,000 sq. ft. with 26.7 PM peak hour trips/1,000 sq. ft. for a Drive-in Bank. (Note that the ITE manual does not contain ADT or AM peak trips for a Walk-in-Bank but if you extrapolate the data, ADT and AM trips are less than half for a Walk-in bank than a Drive in Bank). Considering this project has no drive-thru, trip generation rates of 12PM peak hour trips per 1,000 sq. ft. for the bank, without a drive-thru, and 1.5PM peak hour trips per 1,000 sq. ft. for general office use are appropriate trip generation rates. General Office Use is estimated at 11 average daily trips/1,000 sq. ft. resulting in <50 average daily vehicle trips (assuming a ±2,500 sq. ft. footprint office on Parcel 3 in addition to the 1,450 sq. ft. on Parcel 2). Based upon these estimates, PM Peak Trips for the bank and office tenant spaces are estimated at 42 and 6 respectively for a total of 48PM Peak hour vehicle trips (assuming a ±2,500 sq. ft. footprint office on Parcel 3 in addition to the 1,450 sq. ft.). Considering the project, the Community Development Department believes that these estimates are more appropriate estimates of PM peak hour trips to be generated and a traffic study is not required by the City considering it is below the 63PM Peak hour vehicle trips.</p> <p>Additionally, it is the opinion of the Community Development Department that the project will not create a safety issue nor generate the volume of vehicle trips that will alter the Level of Service at the junction of Town Talk Road/Bubbling Wells and Brunswick Road. As a result, there appears to be no direct relationship (nexus) to require the applicant to incur the entire costs of dedicating the right-of-way and constructing the Brunswick Road/Town Talk Road realigned roadway segment. Moreover, even if a relationship were established that the project may contribute to a safety or Level of Service issue, the applicant would only be required to pay their proportionate share of the cost of the roadway improvement. Otherwise, a reimbursement agreement would be required in accordance with the Fee Mitigation Act (Government Code Section 66000 et. seq.). Furthermore, the proposed improvement is not identified in a City or County capital improvement plan, general plan or specific plan, fee program or other documentation that identifies the roadway realignment connection. The applicant will be subject to City of Grass Valley local and regional traffic impact fees to finance local and regional roadway improvements identified by the respective jurisdiction. However, notwithstanding the above, if the applicant desires the issuance of an encroachment permit from the County of Nevada for secondary access from Town Talk Road, the applicant will be required to comply with the County's permitting requirements.</p> <p>2-3 Driveway Construction/Encroachment Permit – 1) Driveways from Town Talk Road must conform with County of Nevada Commercial Approach Standards; 2) Encroachment Permit is required from County of Nevada.</p> <p>Staff Response: The project has been conditioned to obtain an encroachment permit from the County of Nevada for any driveway connection(s) to Town Talk Road.</p> <p>4. Traffic Study – Nevada County Public Works recommends that a traffic study be required due to the anticipated 62 AM and 98 PM peak hour trips, as well as 581 daily trips generated by the project. (Note that the rates provided by the</p>	
		G 4-7
		N/A

	<p>County assume the greater traffic-generating use of retail ("Shopping Center" land use code).</p> <p>Staff Response: As noted above, it is the opinion of the City Community Development Department that the Nevada County Public Works Department has overestimated the actual number of vehicle trips expected with the proposed project. According to the 9th edition of <i>ITE Trip Generation Manual</i>, Trip Generation Rates vary from a low of 12PM vehicle trips/1,000 sq. ft. for a Walk-in Bank to a high of 148 vehicle trips/1,000 sq. ft. and 26.7PM peak hour for a Drive-in Bank. For this project, trip generation rates of 12PM trips per 1,000 sq. ft. for the bank, without a drive-thru, and 1.5PM trips per 1,000 sq. ft. for general office use are appropriate. These rates also compare with trip generation rates that River Valley Bank is anticipating and has experienced in the past at other branches. Using these figures, the amount of traffic generated by the proposed project is estimated at 48PM peak vehicle trips. These estimates are below the threshold of 63PM. peak hour trips that require a traffic study by the City of Grass Valley.</p> <p>5. Traffic Impact Fees – The County recommends that a pro rata share of traffic mitigation fees collected by the City of Grass Valley be disbursed to Nevada County for impacts to nearby County Roads. The pro rata share may be determined based upon the traffic dispersal patterns from adjoining sites as identified in the traffic study. The County would support the construction of the Town Talk realignment in lieu of any payment of traffic mitigation fees.</p> <p>Staff Response: The collection of Traffic Mitigation Fees and improvements thereof are as required in the Fee Mitigation Act (Government Code Section 66000 et seq.), otherwise known as AB 1600 fees. There are generally two types of fee exactions: 1) financing of public facilities in the City; and, 2) project related fees/improvements. If the use of the fee is for financing public facilities, the facilities shall be identified in a capital improvement plan, general plan, specific plan, fee program or other documentation that identifies the public facilities for which the fee is to be charged. The site is identified in the City's General Plan as slated for office professional development and the City's traffic model and resulting Levels of Service have already taken trip generation rates associated with development of the property into account. In this case, the realignment of Town Talk Road with Brunswick Road has not been identified by the City of Grass Valley or Nevada County as an anticipated public facility, so collection of fees by the City, to be distributed to the County, would not in compliance with the Fee Mitigation Act. Additionally, as noted above, collection of local and regional traffic impact fees will be required of the project. These fees will be used exclusively for both local and regional traffic improvements identified in the City's capital improvement plan, general plan, specific plan, and fee program, as required.</p> <p>Alternatively, the requested fees would have to be a project related fee/improvement due to the impacts created by the development. In order to impose a specific fee on a development project as a condition of approval of the development, the City shall first show how there is a reasonable relationship (nexus) between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. In this regard, the pro rata share (rough proportionality) of the project is required to be based upon the trip generation rates associated with the project and impacts thereby created. To this end, it is the opinion of the City Community Development Department that the trip generation rates anticipated by the County</p>	N/A
--	---	-----

	<p>are in excess of the actual rates that will be generated based upon the type and location of development. Unless the fee/improvement is project related to reduce a potential impact resulting from the project, the collection of fees, to be transferred to the County, would be tantamount to "double dipping", taking into account the required collection of local and regional traffic impact fees that will be collected. Consequently, it is the opinion of the City Community Development Department that the collection of fees by the City and transfer to the County would likewise be in contravention of the Fee Mitigation Act on a project related basis. However, notwithstanding the above, if the applicant desires the issuance of an encroachment permit from the County of Nevada for secondary access from Town Talk Road, the applicant will be required to comply with the County's permitting requirements.</p> <p>6. Truck Turning Analysis – A truck turning analysis should be completed for ingress and egress to the project site along the internal circulation areas to ensure that the larger of fire trucks or delivery trucks can successfully navigate the project site.</p> <p>Staff Response: The City of Grass Valley Fire and Engineering Departments have reviewed the project plans and have acknowledged that the turning movements are adequate in accordance with the City of Grass Valley Fire Department and Engineering Department standards.</p> <p>7. Drainage – Given that drainage has the potential to impact County Roads, the County Department of Public Works requests a copy of the Preliminary Drainage Analysis prior to project approval. In addition, the County recommends that new commercial development of 1 acre or greater in size provide oil, grease and silt traps and a legally enforceable mechanism for maintenance of these facilities.</p> <p>Staff Response: The preliminary drainage study will be forwarded to the County of Nevada prior to project approval. All drainage facilities shall be in compliance with the City of Grass Valley Standards, including oil, grease, silt traps, and storm drainage detention standards, where applicable.</p> <p>8. Paratransit Access – Nevada County Transit Services recommends that the project driveways are designed so that a paratransit vehicle can safely pick-up and drop-off passengers, if required.</p> <p>Staff Response: As designed and considering the relatively low number of anticipated vehicle trips resulting from the development, the proposed project provides ample room for paratransit pick-up and drop-off. In addition, the site contains three accessible parking spaces for accessibility access.</p> <p>9. Sidewalk – It appears that the site plan includes a concrete path for pedestrians, consistent with Grass Valley General Plan Circulation Element goals, objectives and policies. Nevada County supports the path as a means to make the project more accessible to pedestrians.</p> <p>Staff Response: Sidewalks are provided as required by the City's Development Code, in compliance with the City's General Plan.</p>	<p>B 1, H 1</p> <p>B 8</p> <p>B 1, H 1</p> <p>B 1, H 1</p>
Cal-Trans, District 3 (06/29/17)	<p>1. Vehicle Miles Traveled – Cal-trans encourages improvements that management the transportation network, transit network, and bicycle or pedestrian connectivity improvements.</p>	<p>A 9, B 1, H 1,</p>

	<p>Staff Response: Right of way dedication is proposed along Brunswick Road and Town Talk Road. Right-of-way dedication is also proposed for the extension of Brunswick Road to Town Talk Road. Improvements shall be in accordance with City of Grass Valley design standards and the California Building Code, including accessibility and Building Green Standards.</p> <p>2. Traffic Operations – Caltrans is not requesting a detailed traffic study for this project, but are concerned about impacts to the Brunswick interchange. Caltrans recommend considering these projects as possible mitigation for continuing growth at this interchange:</p> <ol style="list-style-type: none"> 1) Construct dual left-turn lanes at the off-ramp to westbound Brunswick Road intersection. 2) Re-configure the Brunswick Road/Sutton Way traffic signal to provide a right-turn overlap for the eastbound-to-southbound turning movement. <p>Payment of mitigation fees toward future improvements would be appropriate.</p> <p>Staff Response: The payment of City of Grass Valley and Regional Traffic Mitigation Fees is required of the project prior to obtaining a building permit or issuance of a Certificate of Occupancy.</p>	A 11
--	--	------

ENVIRONMENTAL DETERMINATION: A Draft Environmental Checklist (Initial Study) has been prepared to examine potential areas for impact resulting from this project. As part of the application, the applicant has prepared a Preliminary Geotechnical Report, Biological Inventory and Archaeological Inventory Surveys. The studies revealed that the project will have a nominal impact on soils, biological resources and archaeological resources. Additionally, the California Emission Estimator Model (CalEEMod) was used to evaluate the potential air quality impacts associated with the project. The Community Development Department has reviewed the materials submitted for this project in compliance with the California Environmental Quality Act (CEQA) and has prepared a draft Negative Declaration as the appropriate level of environmental review. Public notice of Intent to Adopt a Negative Declaration and Notice of Public Hearing for the project will be prepared and posted pursuant to the CEQA Guidelines and State law. The Negative Declaration will be distributed to Responsible and Trustee Agencies for a 20-day public review period tentatively commencing on July 14, 2017, and closing on August 2, 2017 (**Attachment 8** – Initial Study/Negative Declaration).

ANALYSIS:

In review of the project with respect to compliance with the City's Community Design Guidelines and Development Code, staff offers the following comments for DRC/Planning Commission consideration:

Tentative Parcel Map – As conditioned, the proposed Tentative Parcel Map is in compliance with Table 2-12, of the City's Development Code with respect to minimum parcel size and setbacks in the Office Professional (OP) Zone. In the OP Zone, there is no minimum parcel size; however, the proposed parcels shall be large enough for their intended use (i.e. banks, offices and related uses). As proposed, the parcels are

September 29, 2017

Mr. John M. Jelavich
River Valley Community Bank
1629 Colusa Avenue.
Yuba City, CA 95993

RECEIVED

OCT 03 2017

Nevada County
Community Development Agency

RE: River Valley Development Proposal (17PLN-16)

Dear Mr. Jelavich,

I'm introducing myself as your next door neighbor, property owner on the existing single family dwelling, on the Northern property boundary on the above referenced project. The City of Grass Valley had "never legally or officially " notified me any development with respect to your project, and considering my parcel is adjacent, and residential, I find that an inexcusable oversight. The only reason I was even aware of your project, was a courtesy call from one of your local bank officer's, this was much appreciated. After that call, I went in to talk with the Planning Department at the City of Grass Valley, discussed with Mr. Lowe that I had concerns with the project and wanted to ensure I was notified of any development, public hearing and or meeting. This did not happen unfortunately despite my best efforts to ensure it wouldn't.

I was not opposed to your project, but with a residential parcel next to an open lot for years there are obvious concerns, security, privacy and diminished value. Upon review of the approved documentation provided to me by Mr. Lowe, my concerns or issues remain the same however, it's clear the City of Grass Valley had a supported bias for this project considering the absence of a traffic impact study and safety issues on Town Talk Rd., which didn't seem to have been addressed by the City or County. However, the architecture and site plan development appear to be well done, with exception to future vehicular ingress/egress onto Town Talk Rd.

With regard to Town Talk Rd. traffic, my daughter was almost T-boned backing out of our driveway about a month ago due to a high rate of speed by another driver, and have often see this. We are not the only residential driveway off Town Talk, and I'm sure a concern to those residents as well. With the increased traffic impact on Town Talk by this development, the issue of speeding can only increase along with safety concerns. I'm sure the traffic impact report would have noted this as one of their concerns.

With the above issues noted, I can only reach out to you and River Valley Community Bank on the issue of privacy on the Northern, our Southern boundary. The site plan submitted by SCO shows a wood fence on the South Westerly side of our property line (The North Westerly property line of project.) , this is not correct, only wire fencing is continuous all along this line with complete visibility of this project. With consideration of privacy, security, noise, light spill over from parking lot lighting there is significant impact to our single family property. I understand staff only required fencing upon parcel 3 being developed, but this was a gross oversight of the planning department staff not to require this fencing upon "any commercial development" on parcels 1, 2 or 3 adjacent to an existing single family residence. With this being said, I appeal to River Valley Community Bank, the property owners, architect and engineer for consideration of installing at least a 6' wood fence along our Southern property line, and do not believe this is an unreasonable request.

I understand your well into the development of your project and have all approved planning entitlements. Since I became aware of the progress and stage of your development a few weeks ago, I had to at least get my concerns on the table since I wasn't provided the opportunity at any of the public hearings or meetings by the City of Grass Valley. My contact information is below if you wish to contact me regarding this matter.

Sincerely,



Robert Fiedler

Fiedler Construction
Fiedler & Associates
P.O. Box 1291
Nevada City, CA 95959
fiedlerconst@sbcglobal.net
(530) 274-1301 - Office
(530) 913-9762 - Cell

CC: Lance Lowe, City of Grass Valley Planning Dept.
Holzworth Clinton C. & Joji, et al, Property Owners
Jessica Hankins, Nevada County Dept. of Public Works.
SCO Planning & Engineering, Inc.
Robert Wallis, Wallace Design Studio.



COUNTY OF NEVADA
COMMUNITY DEVELOPMENT AGENCY
DEPARTMENT OF PUBLIC WORKS
950 MAIDU AVENUE, NEVADA CITY, CA 95959-8617
(530) 265-1411 FAX (530) 265-9849 www.mynevadacounty.com

Sean Powers
Community Development Agency Director

Trisha Tillotson
Director of Public Works

June 28, 2017

Attn: Lance E. Lowe, AICP
City of Grass Valley
Community Development Department
125 E. Main Street
Grass Valley, CA 95945

Re: River Valley Bank Development Proposal (17PLN-16)

Dear Mr. Lowe:

Thank you for the opportunity to comment on the proposed River Valley Bank Tentative Parcel Map, Development Review, and Sign Permit development proposal (Project) in the City of Grass Valley at 580 Brunswick Road (APN 35-550-06). Nevada County received the Request for Comments on the Project on June 14, 2017.

The Tentative Parcel Map would subdivide the site's 1.79 acres into three parcels consisting of an approximately 1-acre parcel containing a new bank and associated improvements; a 3,000 sf parcel containing a commercial lease area; and a 0.75-acre parcel not currently proposed for development. The Development Review Permit would allow the construction of a single 4,950 sf structure over Parcels 1 and 2, encompassing 3,500 sf for the bank and associated parking lot and infrastructure improvements, and 1,500 sf of retail or office lease area. A Sign Permit is also required for monument and building signage.

The Nevada County Public Works Department has the following preliminary comments on the Project:

1. **Project Access:** The County has concerns about ingress and egress off Town Talk Road due to the project's potential traffic impacts to this County-maintained facility, the current alignment of Town Talk, Bubbling Wells, and Brunswick Roads, and the future alignment with proposed development west of Brunswick in Grass Valley. The County supports the suggested realignment of Town Talk Road to facilitate a safer ingress/egress and recommends that the realignment be constructed concurrently with the project. Without a realigned Town Talk the county would not support access off of Town Talk. If Town Talk is realigned, the County would support quitclaiming the abandoned portion of Town Talk Road

to the property owner. The new Town Talk Road alignment would be within City limits and under the jurisdiction and responsibility of the City.

2. **Driveway Construction:** Notwithstanding the comments above under “Project Access,” the driveway(s) on Town Talk Road must conform the County’s commercial approach standards in the Land Use and Development Code as shown in the County’s Standard Drawings. Any driveway improvements will require an encroachment permit from the County prior to any work within the ROW.
3. **Encroachment Permit:** Notwithstanding the comments above under “Project Access,” an encroachment permit, issued by the Department of Public Works, shall be required prior to commencement of any work in the County’s public right-of-way (on Town Talk Road). If applicable, the applicant shall submit a complete Traffic Control Plan prior to construction within the Nevada County road right-of-way. The Traffic Control Plan shall include all public roadways where work is to be performed and shall indicate each stage of work, closure dates for street and section of closure (if necessary and otherwise allowed by local jurisdiction), signage, flaggers, and any other pertinent information. The Traffic Control Plan shall be reviewed and approved by the County before the contractor begins work.
4. **Traffic Study:** Based on the trip generation rates as identified in the 9th edition of the ITE Trip Generation Manual and the project description, the project is expected to generate approximately 62 AM and 98 PM peak hour trips, as well as 581 daily trips, as follows:

Estimated Trip Generation – River Valley Bank			
	Bank (3,500 sf)	Retail/Ofc (1,450 sf)*	Combined
AM Peak Hour	61	1	62
PM Peak Hour	93	5	98
Daily	519	62	581
*Rates provided assume the greater traffic-generating use of retail (“Shopping Center” land use code)			

Because the anticipated number of trips generated by the proposed land use exceeds both the County’s and City’s traffic study thresholds, and because nearby intersections are identified as deficient in the City’s Traffic Impact Fee program, the County recommends a full traffic impact study for this project utilizing the City’s Design Standards for Traffic Studies or County’s Traffic Impact Study Guidelines.

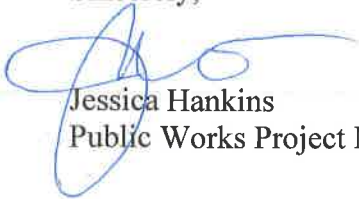
5. **Traffic Impact Fees:** The County recommends that a pro rata share of traffic mitigation fees collected by the City of Grass Valley be disbursed to Nevada County for impacts to nearby County roads. The pro rata share may be determined based on the traffic dispersal patterns from adjoining sites as identified in the traffic study. The County would support the construction of the Town Talk realignment in lieu of any payment of traffic mitigation fees.
6. **Truck Turning Analysis:** A truck turning analysis should be completed for ingress and egress to the project site along with internal circulation areas to ensure that the larger of fire trucks

or delivery vehicles can successfully navigate the project site. It should also be noted that Brunswick Road is an STAA truck route, so the project site should be able to accommodate STAA trucks, in particular if the project has a significant retail potential in the future.

7. Drainage: Given that drainage has the potential to impact County roads, the County Department of Public Works requests a copy of the Preliminary Drainage Analysis prior to project approval. The analysis should be prepared by a registered civil engineer and demonstrate that the site has adequate capacity to design and mitigate all additional on-site stormwater runoff. The project should not result in additional net stormwater runoff from the site. In addition, the County recommends that new commercial and industrial development of 1 acre or greater in size provide oil, grease and silt traps and a legally enforceable mechanism for maintenance of these facilities.
8. Paratransit Access: Nevada County Transit Services recommends that the project driveways are designed so that a paratransit vehicle can safely pick-up and drop-off passengers if required. There should also be adequate room in the parking lot for a paratransit vehicle to turnaround if need be, as the lack of this provision has become a safety hazard in past projects.
9. Sidewalk: It appears that the site plan includes a concrete path for pedestrians, consistent with Grass Valley General Plan Circulation Element goals, objectives, and policies. Nevada County supports the path as a means to make the project more accessible to pedestrians.

If you have any questions, please contact me at 265-1254 or Jessica.Hankins@co.nevada.ca.us.

Sincerely,



Jessica Hankins
Public Works Project Manager