

FINAL INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION

California Highway Patrol Grass Valley Area Office

PREPARED FOR

California Highway Patrol

**California Department of General Services
Office of Project Development and Management
Office of Real Estate and Design Services**

Sacramento, California

PREPARED BY

**EIP Associates
Sacramento, California**



January 1996

FINAL INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

CALIFORNIA HIGHWAY PATROL GRASS VALLEY AREA OFFICE

Prepared for:

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January 1996

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1. INTRODUCTION

This Final Initial Study and Negative Declaration contains the public and agency comments received during the public review period held from October 19, 1995 through November 20, 1995, on the Draft Initial Study for the proposed California Highway Patrol Grass Valley Area Office project. This document has been prepared by the California Highway Patrol in accordance with the California Environmental Quality Act (CEQA) and State of California procedures for implementation of CEQA.

In addition to agency comments, this Final Initial Study and Negative Declaration also includes the responses to comments, text changes to the Draft Initial Study, and the Mitigation Monitoring Program.

The Final Initial Study and Negative Declaration for the proposed project is organized as follows.

Chapter 2 - Text Changes to the Draft Initial Study: This chapter lists the text changes to the Draft Initial Study. The changes are intended to clarify or correct information in response to comments received on the Draft Initial Study. Revisions are shown by either a line through text that has been deleted, or shading where new text has been inserted.

Chapter 3 - List of Agencies and Persons Commenting: This chapter contains a list of all agencies and persons who submitted comments on the Draft Initial Study during the public review period.

Chapter 4 - Comments and Responses: This chapter contains the comment letters followed by responses to the comments. Each letter and each comment within a letter has been given a number. Responses are numbered so that they correspond to the appropriate comment. Where appropriate, responses are cross-referenced between letters. Comments that initiated changes to the text of the Draft Initial Study are shown by a line through text that has been deleted, and are shaded for new text which has been inserted.

Chapter 5 - Mitigation Monitoring Program: This chapter contains the Mitigation Monitoring Program, in compliance with Section 21081.6 of the Public Resources Code, that will ensure that the mitigation measures identified in the Draft Initial Study are implemented. The Mitigation Monitoring Program describes the action that must take place for each mitigation measure, the monitoring responsibilities, and the monitoring schedule.

2. TEXT CHANGES TO THE DRAFT INITIAL STUDY

This section contains changes to the text of the Draft Initial Study. The changes are intended to clarify or correct information in the Draft Initial Study in response to comments received on the document. Revisions are shown by a line through text that has been deleted, and shading for new text that has been inserted. The changes appear in order of their location in the Draft Initial Study.

Chapter 4 (Environmental Checklist)

1. Land Use

To reflect the City of Grass Valley Planning Department's acknowledgment regarding consistency with the Grass Valley General Plan, the following text has been inserted after the second paragraph on page 4-2 of the Draft Initial Study:

The project site is, however, within the Planning Area for the Grass Valley General Plan, and is designated OC (Other Community Commercial Land Use). Land use associated with the proposed CHP facility would be consistent with the Grass Valley General Plan.

6. Transportation/Circulation

To reflect information regarding future traffic conditions, the following additional text is inserted after the first full paragraph on page 4-15 of the Draft Initial Study:

Future Conditions

According to the Circulation element of the Nevada County General Plan, the traffic on McCourtney Road is expected to increase from approximately 8,000 ADT to 30,000 ADT under buildout conditions. (The State notes that buildout conditions are usually not achieved because of increases to real property costs as the area approaches buildout.) This additional traffic would result from background development included in the County General Plan. Because McCourtney is currently a two-lane road, this additional traffic would exceed the capacity of this roadway. Although the proposed project would contribute to the traffic on McCourtney Road, the total amount of added daily traffic would be less than 0.01 percent of the total traffic on McCourtney Road and would therefore not have a significant impact on McCourtney Road traffic volume.

It should be noted that future roadway improvement alternatives include widening McCourtney to six lanes between Old Auburn Road and SR 20. This would provide adequate capacity for the background traffic generated by the General Plan, as well as any nominal traffic generated by the proposed project.

9. Hazards

To clarify the disposition of fuel tanks at the existing CHP facility, the following text has been added to Item 9a on page 4-21 of the Draft Initial Study:

One 12,000-gallon underground fuel storage tank and one above-ground propane tank are present at the existing CHP facility. When the existing CHP facility is vacated, the underground fuel storage tanks would be removed and the site evaluated to determine whether any contamination has occurred as a result of leakage from the tanks. The underground tank removal and site assessment would be performed in accordance with applicable State regulations and policies and procedures, and in accordance with Nevada County Environmental Health standards for underground tank removals. Propane tanks at the existing facility would be removed as well, in accordance with applicable regulations, standards, and guidelines. Because the fuel tanks would be removed and any necessary soil or groundwater remediation performed, vacating the existing facility would not present a public safety or health risk.

10. Noise

To clarify that operational noise levels would not result in any significant impacts, the discussion beginning with the fourth sentence of the last paragraph on page 4-23, and continuing through page 4-24, of the Draft Initial Study is revised as follows:

...Vehicle maintenance would be limited to oil changes, fueling, tire changes, and car washing, which would generate minimal amounts of noise, noise similar to that which occurs at commercial gasoline stations, which are included in the same zoning district as the proposed project. Noise levels at the property line generated by on-site activities cannot be quantified at this time because the final site layout has not been determined. However, the noise associated with maintenance activities at the CHP facility is expected to be minimal and would be much less than that which occurs at a commercial gasoline station because a smaller volume of vehicles would be serviced at a lower frequency than at a commercial facility. Tire changes, which typically involve the use of a pneumatic air wrench, would mostly be performed to install/remove seasonal tires or to replace tires for safety reasons. The low volume and frequency of oil changes and car washing would not generate significant amounts of noise that would be clearly distinguishable from maintenance activities at the adjacent fire station. Vehicle maintenance would occur in the vehicle maintenance bay and would not be performed at night. Gasoline deliveries would occur approximately three to four times per year during midday. Trucks would not be allowed to park at the proposed site overnight. Up to two trucks per week could potentially enter the facility for administrative purposes and would stop at the truck citation clearance lane (see Figure 3); however, no large vehicles, such as 18-wheel trucks, would enter the facility for administrative purposes. Truck engines would be required to be turned off when parked at the proposed facility. Further, the proposed project would comply with proposed Nevada County General Plan Policy 9.11, which requires the use of increased setbacks, landscaping, earthen berms, and solid fencing to minimize noise impacts.

CHP is mandated under State law to use sirens during emergencies to respond in a timely manner to traffic accidents that involve life-threatening situations. Proposed Nevada County General Plan Policy 9.1(f) states that noise standards shall not apply to those projects associated with the provision of emergency services or functions. Use of sirens near the current CHP facility does not

occur very often, and no increased use would be expected at the proposed facility. It should be noted that the CHP has not received complaints from local residents or businesses regarding noise from operations at its present location. In addition, the proposed CHP facility would be located adjacent to an existing fire station at which sirens are used.

As noted in the traffic study performed for the proposed project, there would be up to 25 vehicle trips per day associated with facility operation. The addition of these trips to existing traffic volumes would be negligible and not clearly discernible from noise generated by existing traffic and surrounding land uses, and would not contribute significantly to increased noise levels in the area.

12. Utilities and Service Systems

To reflect a correction regarding the source of water to the Nevada Irrigation District, the last paragraph of Item 4d and the first sentence of the first paragraph in Item 4f on pages 4-10 and 4-11 of the Draft Initial Study are revised as follows:

- d,e) The proposed site is not located adjacent to any surface water body, nor would any runoff from the site directly enter a surface water body. Water would be obtained from the Nevada Irrigation District, which has adequate surface water supplies to serve future County needs, including the proposed project. Construction and operation of the facility would not require significant withdrawal of water from any surface water body. Therefore, implementation of the proposed project would not directly result in any changes in the amount, currents, or the course or direction of water movements. In addition, no surface thermal springs have been identified near the project site.

- f,g,i) As discussed above and in Item 12c, the proposed project would not involve a significant increase in the amount of water use, and groundwater supplies available to the Nevada Irrigation District are adequate to serve future County needs, including the proposed project.

The Earth's orbit around the Sun is not a perfect circle, but an ellipse. The distance between the Earth and the Sun varies throughout the year. This variation is due to the Earth's orbital eccentricity, which is a measure of how much the orbit deviates from a perfect circle.

The Earth's orbit is currently slightly elliptical, with the Earth being closer to the Sun in January and further away in July. This variation in distance is responsible for the Earth's seasons, although the primary cause of the seasons is the Earth's axial tilt.

The Earth's orbit is not constant, however. It is subject to small perturbations from other planets in the solar system. These perturbations cause the Earth's orbit to change slightly over time, leading to a cycle of orbital variations known as Milankovitch cycles.

One of the most important Milankovitch cycles is the Earth's orbital eccentricity, which varies in a cycle of approximately 100,000 years. This cycle is caused by the gravitational pull of Jupiter and Saturn, which slightly alter the Earth's orbit.

2. The Earth's Axial Tilt

The Earth's axis is tilted at an angle of approximately 23.5 degrees relative to the perpendicular of its orbital plane. This tilt is responsible for the Earth's seasons. As the Earth orbits the Sun, the tilt causes different parts of the Earth to receive varying amounts of solar radiation, leading to the seasonal cycle.

The Earth's axial tilt is not constant, however. It is subject to small perturbations from other planets in the solar system, leading to a cycle of axial tilt variations known as Milankovitch cycles.

3. The Earth's Axial Wobble

The Earth's axis is not perfectly straight, but it wobbles slightly over time. This wobble is caused by the Earth's rotation, which is not perfectly uniform. The wobble is a small, periodic variation in the Earth's axial tilt, known as axial precession.

The Earth's axial precession is a cycle of approximately 26,000 years. It is caused by the gravitational pull of the Sun and the planets, which slightly alter the Earth's axis. This cycle is one of the three Milankovitch cycles that influence the Earth's climate.

3. LIST OF AGENCIES AND PERSONS COMMENTING

LIST OF AGENCIES AND PERSONS COMMENTING

The following individuals submitted letters that contained comments on the Draft Initial Study and Proposed Negative Declaration for the California Highway Patrol Grass Valley Area Office Project. Copies of comment letters are included in this section.

- LETTER 1 Karry Przepiorski, Planner II
 County of Nevada
 Planning Department
 November 6, 1995
- LETTER 2 John W. Rumsey, Senior Civil Engineer
 County of Nevada
 Department of Transportation
 November 16, 1995
- LETTER 3 E. Lee Jordan, Assistant Engineer
 County of Nevada
 Department of Sanitation
 November 28, 1995
- LETTER 4 William N. Roberts, City Planner
 City of Grass Valley
 Planning Department
 November 17, 1995
- LETTER 5 Gerald G. Wasley, Chief of Administrative Services
 Nevada Irrigation District
 November 2, 1995
- LETTER 6 Rodney A. Hill, Air Pollution Control Officer
 Greg Gilberg, Air Pollution Control Specialist
 Northern Sierra Air Quality Management District
 October 25, 1995
- LETTER 7 E.A. "Lib" Haraughty, Chief
 California Department of Transportation
 Office of Transportation Planning - Rural
 November 28, 1995

1. LIST OF SUBJECTS

1.1. This list contains the names of all subjects who have been identified as being involved in the activities described in this report.

1.2. The following information is provided for each subject:

1.2.1. Name (Last, First, Middle Initial)
1.2.2. Date of Birth
1.2.3. Social Security Number
1.2.4. Current Address
1.2.5. Current Telephone Number
1.2.6. Current Employer
1.2.7. Current Occupation
1.2.8. Current Educational Institution
1.2.9. Current Military Service (if applicable)

1.3. The following information is provided for each subject's immediate family members:

1.3.1. Name (Last, First, Middle Initial)
1.3.2. Date of Birth
1.3.3. Social Security Number
1.3.4. Current Address
1.3.5. Current Telephone Number
1.3.6. Current Employer
1.3.7. Current Occupation
1.3.8. Current Educational Institution
1.3.9. Current Military Service (if applicable)

1.4. The following information is provided for each subject's associates:

1.4.1. Name (Last, First, Middle Initial)
1.4.2. Date of Birth
1.4.3. Social Security Number
1.4.4. Current Address
1.4.5. Current Telephone Number
1.4.6. Current Employer
1.4.7. Current Occupation
1.4.8. Current Educational Institution
1.4.9. Current Military Service (if applicable)

1.5. The following information is provided for each subject's contacts:

1.5.1. Name (Last, First, Middle Initial)
1.5.2. Date of Birth
1.5.3. Social Security Number
1.5.4. Current Address
1.5.5. Current Telephone Number
1.5.6. Current Employer
1.5.7. Current Occupation
1.5.8. Current Educational Institution
1.5.9. Current Military Service (if applicable)

1.6. The following information is provided for each subject's sources:

1.6.1. Name (Last, First, Middle Initial)
1.6.2. Date of Birth
1.6.3. Social Security Number
1.6.4. Current Address
1.6.5. Current Telephone Number
1.6.6. Current Employer
1.6.7. Current Occupation
1.6.8. Current Educational Institution
1.6.9. Current Military Service (if applicable)

COUNTY OF NEVADA

PLANNING DEPARTMENT

LETTER 1

Eric Rood Adm. Bldg.
950 Maidu Avenue
Nevada City, CA 95959-8617
(916) 265-1440
Fax (916) 265-1798

November 6, 1995

Ms. Cristal Waters
Department of General Services
Office of Project Development and Management
400 R Street, suite 5100
Sacramento, California 95814

Re: Comments on Draft Initial Study and Proposed Negative Declaration for
California Highway Patrol Grass Valley Area Office - portion Assessor Parcel No.
07-400-01; Old Auburn Road and McCourtney Road, Grass Valley

Dear Ms. Waters:

Nevada County will serve as a Responsible Agency in the State of California's preparation of an environmental document addressing the subject proposed project. It is anticipated that at least the following County departments will have permit requirements and will be using the Lead Agency's environmental document:

- I. Nevada County Department of Environmental Health - on-site sewage disposal, storage of hazardous materials; and assessment and clean-up of any potential site contamination.
- II. Nevada County Department of Transportation - encroachment permit for work within County road right of way and potential review of drainage improvements which may impact County road drainage.
- III. Nevada County Building Department - grading and construction permits.
- IV. Nevada County Planning Department - From the information available it appears that the project will require (1) tentative parcel map approval to divide the 4.68 acre parcel, (2) a rezoning to the Public Zoning District; and (3) a conditional use permit for the project

The proposed Negative Declaration should be circulated through those departments for comment.

1-1

Ms. Cristal Waters

Re: Grass Valley Area Office-California Highway Patrol Neg. Dec.

November 6, 1995

Page 2

We believe that the draft Negative Declaration should be amended to address the following:

- I. The project description should reflect the proposed subdivision of the property since it appears that the CHP office will only occupy a portion of the property. Since subdivision of the property is subject to CEQA compliance, and CEQA requires that the whole of a project be addressed, the proposed division needs to be shown and discussed. A schematic of the split is included in the Appendix but should be referenced in the project description. 1-2
- II. Operation of the facility will generate new noise. The Noise Element of the existing 1980 General Plan, and the Final Draft General Plan which is nearing adoption, include noise standards by which new projects are evaluated. The standards apply at the property line. Projected noise levels from on-and off-site traffic, on-site vehicle maintenance and operation, and the truck citation inspection area should be identified and compared with applicable standards. 1-3
- III. The document does not address potential radio, television and wireless communication interference from the proposed 80 foot communication tower. 1-4
- IV. On page 4-11, paragraph 1, the paragraph should be amended to indicate that the Nevada Irrigation District uses surface rather than ground water. 1-5
- V. The proposed Negative Declaration should provide more information on aesthetic impacts associated with cuts and fills, loss of existing trees, the effect of the potential front sewage disposal area on existing trees and compatibility with the County's landscaping and open space standards. The document should provide definitive mitigation which will provide guidance for the final site design, landscaping plan and vegetation protection plan. 1-6

Enclosed are relevant excerpts from the County's zoning regulations relative to standards for open space, parking and landscaping. Note that both the Public District and the Office and Professional District require compliance with parking and landscaping standards, but the Public District is not subject to the open space standards in Section 3.28. Whether this difference will result in aesthetic differences between the CHP facility and the office and professional use of adjoining properties should be discussed.

Ms. Cristal Waters
Re: Grass Valley Area Office-California Highway Patrol Neg. Dec.
November 6, 1995
Page 3

V. The subject property is within the Sphere of Influence of the City of Grass Valley, and the Grass Valley General Plan designates the property for Office and Professional, consistent with the County's proposed Plan. The City of Grass Valley may have an opinion on whether or not the area should be annexed to the City before development so that City sewer, and maybe water, can be extended before interim facilities (septic tank-leach field) are installed.

1-7

The City may also have other infrastructure requirements which should apply so the project is not non-conforming when it is eventually annexed to the City. The City's position should be reflected to satisfy the CEQA requirement that the impact on public services be addressed.

VI. We understand that the Department of Transportation will be providing comments in regard to the traffic study prepared on the project and any other circulation issues which should be addressed. Comments may also be forthcoming from the Nevada County Department of Environmental Health whom we believe is also reviewing the draft document.

1-8

We appreciate the opportunity to comment and will look forward to reviewing the amended draft Negative Declaration before it is adopted by your agency. At such time as a project proponent is ready to file applications for the rezoning and use permit, this office can provide the appropriate forms. If there are questions, I can be reached at (916) 265-1341.

Very truly yours,

Thomas Miller, Acting Planning Director

By Karry Przepiorski \$5
Karry Przepiorski, Planner II

Enclosures

cc/John Rumsey, Department of Transportation
Larry Sage, Department of Environmental Health
William N. Roberts, Grass Valley City Planner

The following information is provided for your information. It is intended to be a general overview of the project and is not intended to be a detailed description of the work. The information is provided for your information and is not intended to be a detailed description of the work.

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CHAPTER II: ZONING REGULATIONS

Article 19.A. P "Public" District

- Sec. L-II 19.A.1 Purpose and Intent.
- Sec. L-II 19.A.2 Permitted Uses.
- Sec. L-II 19.A.3 Uses Subject to a Conditional Use Permit.
- Sec. L-II 19.A.4 Uses Expressly Prohibited.
- Sec. L-II 19.A.5 Site Development Standards.
- Sec. L-II 19.A.6 Repealed.

CHAPTER II: ZONING REGULATIONS

Article 19.A. P "Public" District

Sec. L-II 19.A.1 Purpose and Intent.

This District is intended to provide zoning for areas occupied by Federal, State and local government uses including non-profit hospitals, recreational parks, cemeteries, solid and liquid waste disposal facilities and associated uses, as well as land associated with public facilities and services. This District is consistent with the Public General Plan land use category, as well as with all less intensive land use categories. (Ord. #1764, 3/17/92)

Sec. L-II 19.A.2. Permitted Uses.

(none listed)

Sec. L-II 19.A.3. Uses Subject to a Conditional Use Permit.

- A. Federal, State and local government uses of land.
- B. Tax supported agency use of land (i.e., school district, water district, etc.).
- C. Public, non-profit hospital facilities. (Ord. #1764, 3/17/92)

Sec. L-II 19.A.4. Uses Expressly Prohibited.

- A. Billboards

Sec. L-II 19.A.5. Site Development Standards.

- A. Standards shall be set on the site plan review provided for in Sec. L-II 19.A.6.

Sec. L-II 19.A.6.

Repealed. (Ord. #1098, 8/18/82)

Ord. #577, 3/14/72; Ord. #949, 3/31/80; Ord. #983, 1/19/81; Ord. #1098, 8/18/82; Ord. #1764, 3/17/92

CHAPTER II: ZONING REGULATIONS

Article 11. OP "Office & Professional" District

Sec. L-II 11.1 Purpose and Intent.

This district is intended to provide areas for the development of professional and administrative offices and related uses and structures. It is designed to promote groups of offices in locations indicated in the general plan Office and Professional land use category. It is also consistent with the Neighborhood Commercial and Regional Commercial land use categories. Standards will insure compatibility with residential and related land use.

Sec. L-II 11.2 Permitted Uses.

Uses permitted shall be as follows:

- A. Administrative and professional offices.
- B. Antique shops.
- C. Art galleries and studios.
- D. Day Care Center. (Ord. #1495, 4/19/88)
- E. (Deleted by Ord. #1495, 4/19/88)
- F. Educational institutions.
- G. Emergency medical clinic.
- H. Employment agency.
- I. General research offices.
- J. Hotels and motels.
- K. Laboratories, including:
 - 1. Biological
 - 2. Dental

- 3. Medical
- 4. Optometrical
- L. Libraries and reading rooms.
- M. Pharmacy.
- N. Photographers studio and supplies.
- O. Stockbrokers.
- P. Upon proper findings by the Planning Commission and Board of Supervisors, other uses similar to those enumerated and consistent with the purpose and intent of this Article shall be permitted.
- Q.
- R. Churches, fraternal organizations, community and group meeting facilities and related accessory uses. (Ord. #1593, 9/12/89)

Sec. L-II 11.3. Uses Subject to a Conditional Use Permit.

In accordance with procedures of Article 31 of this chapter, any of the following uses:

- A. Conversion of a dwelling to one or more uses permitted in Section L-II 11.2.
- B. Deleted by Ord. #1098.
- C. The following commercial uses, if located within a developed area being used for one or more of the permitted uses in this Article.
 - 1. Barber and beauty shop
 - 2. Book and stationery store
 - 3. Cigar and confectionary store
 - 4. Florist and gift shop
 - 5. Restaurant
- D. Hospital
- E. Repealed (Ord. #1593, 9/12/89)
- F. Mortuary

- G. Museum
- H. Rest home
- I. Buildings in excess of height limitations
- J. Public utility buildings and structures, other than offices
- K. One single-family residence per business, if the residence is an integral part of the structure which houses the business, and if the residence is occupied by the owner or operator of the business. (Ord. #734)
- L. Fire stations. (Ord. #869)
- M. Any use allowed in the district with 20,000 sq. ft. of gross floor area or more. (Ord. #1098)
- N. Small companion animal veterinarian clinics. (Ord. #1241)
- O. Electrical substations and electrical lines pursuant to the provisions of Section L-II 3.39. (Ord. #1406, 10/20/86)
- P. Community care facilities for more than six people, including, but not limited to, the following:
 - 1. Residential care facilities for more than six people
 - 2. Social rehabilitation facilities for more than six people.
(Added by Ord. #1877, 12/6/94)
- Q. Alcoholism and drug abuse recovery or treatment facilities for more than six people. (Added by Ord. #1877, 12/6/94)
- R. The conversion or use of hotels and motels for social rehabilitation facilities, alcoholism and drug abuse recovery or treatment facilities, residential care facilities, or similar uses, subject to all current site development standards. (Added by Ord. #1877, 12/6/94)

Sec. L-II 11.4. Uses Expressly Prohibited.

- A. Commercial uses other than as specified in Section L-II 11.3.
- B. Construction of new single-family dwellings.
- C. Billboards.

Sec. L-II 11.5. Site Development Standards.

- A. Building site area shall be as designated by the District symbol of the official zoning map (Article 24 of this Chapter).
- B. Building height limit shall be three (3) stories with a maximum of fifty (50) feet unless designated by the District symbol of the official zoning map (Article 24 of this Chapter).
- C. Front Yards.
1. Building site width shall be as designated by the District symbol of the official zoning map (Article 24 of this Chapter).
 2. Setbacks. Front yard setbacks shall be as follows:
 - a. 80 feet from the centerline of any local street.
 - b. 50 feet plus 1/2 the ultimate right of way from the centerline of any street included in or shown on the circulation element of the General Plan or any specific plan of streets adopted by the County.
- D. Side Yards. The side yards required shall be as follows:
1. None required, except that a corner lot shall have a minimum 10 foot setback on the exterior or street side measured 30 feet from the centerline of any local street or from the ultimate right-of-way of any street included in or shown on the circulation element of the General Plan or any specific plan of streets adopted by the County.
- E. Rear Yards. The rear yards required shall be as follows:
1. Interior lots; none required.
 2. Through lots shall have setbacks measured in the same manner as front yards (Paragraph C, subparagraph 2 of this article.)
- F. Setback line on official zoning map. Notwithstanding any of the foregoing provisions, setback lines, if delineated on an official zoning map, shall be final and conclusive and may be greater or lesser than the foregoing.
- G. Operations within an enclosed building: All sales, displays and storage in an Office and Professional District shall be conducted within an enclosed building, unless open sales,

display and storage is specifically approved on the site plan or within the provisions of this article.

- H. Parking: Off-street parking shall be provided in accordance with Article 28 of this chapter.
- I. Signs: Signs in the Office and Professional District are limited to identification of products, sales or services provided on the premises of which such sign is located. Location, size and placement shall be in accordance with Article 26 of this Chapter.
- J. Open space required: Required open space shall be pursuant to Section L-II 3.28. (Ord. #1670, 10/2/90)

Sec. L-II 11.6. Other Conditions to Use and Occupancy.

Site plans in accordance with Article 25 of this Chapter shall be submitted and approved prior to the issuance of building permits. (Ord. #1098, 8/18/82).

Ord. #734, 11/4/75; Ord. #869, 10/30/78; Ord. #949, 3/31/80; Ord. #983, 1/19/81; Ord. #1042, 10/12/81; Ord. #1064, 1/4/82; Ord. #1098, 7/19/82; Ord. #1241, 8/20/84; Ord. #1406, 10/20/86; Ord. #1495, 4/19/88; Ord. #1593, 9/12/89; Ord. #1670, 10/2/90; Ord. #1877, 12/6/94

1. The purpose of this report is to provide a summary of the work done during the past year.

2. The work was done in accordance with the plan of work approved by the Board of Trustees.

3. The work was done in accordance with the plan of work approved by the Board of Trustees.

4. The work was done in accordance with the plan of work approved by the Board of Trustees.

REPORT OF THE DIRECTOR

5. The work was done in accordance with the plan of work approved by the Board of Trustees.

6. The work was done in accordance with the plan of work approved by the Board of Trustees.

Sec. L-II 3.28 Open Space Required

- A. It is the purpose and intent of this Section to: (1) provide permanent open space upon the development of property, and (2) to preserve as permanent open space the following environmentally sensitive areas: 100 year flood plains (as provided in Section L-II 3.18 Setback Requirements From Streams and Flood Plains); environmentally sensitive wetlands; slopes in excess of 30%; lakes and ponds. In preserving these environmentally sensitive areas, emphasis shall be placed on maintaining the natural characteristics of the property while insuring that any proposed development is harmonious with the terrain and provides bufferyards for neighboring land uses; provides for snow storage areas and implements Policy 35 and 36 of the General Plan's Land Use Element. Areas designated as environmentally sensitive (above) shall remain in their natural and undisturbed state and shall be maintained in such a manner so as to not create a fire hazard.

As used herein, "wetlands" shall mean land where the water table is at, near or above the surface of the land long enough to promote the formation of hydric soils (as defined by the U.S. Department of Agriculture Soil Conservation Service) or to support the growth of hydrophytes. All wetlands shall be presumed to be environmentally significant areas unless the County finds on basis of evidence in the environmental documents prepared for the development of the property in which the wetlands are situated, that the subject wetlands are not environmentally significant. Any such finding shall be based upon such analysis as may be performed by any State agencies serving as Responsible or Trustee agencies.

- B. Permanent open space shall be required attendant to all development within the "R2", "R3", "OP", "R&D", "C1", "C2", "CH", "M1", and "M2" base zoning districts. The minimum amount of open space required within the property to be developed shall be either (1) the sum of all areas listed in subparagraph A above and all those OS Open Space zoned portions of the property, or (2) as shown on the chart below, whichever of (1) or (2) is greater. Using the chart, the minimum amount of open space area required is determined by applying the indicated proportion to the entire property to be developed. Portions of the property zoned OS, or areas listed in subparagraph A shall be credited toward this calculated minimum open space requirement.

Minimum Open Space Area Required
for Properties With the Following Zoning:
R2, R3, OP, C1, C2, CH, R&D, M1, M2

Property Elevation	Property Size	
	0-1 Acre	More Than 1 Acre
Less Than 4000'	10%	15%
4000' and Up	15%	20%

The requirements of this section are over and above the requirements for landscaping in any section of this Chapter. (Ord. #1678, 11/6/90)

- C. Upon development of any property which includes environmentally sensitive areas as set out in subparagraph A above, if the natural tree or shrub coverage thereon has been removed from such environmentally sensitive area, then the area shall be revegetated with indigenous plant material, availability permitting. (Ord. #1670, 10/2/90)
- D. Where an existing use which predates this Section wishes to expand and such expansion(s) does not exceed a total cumulative increase of ten percent (10%) of the gross floor area, such use shall be exempt from the requirements of this Section and such expansion may be permitted provided all of the following are met:
 1. The proposed expansion does not consume any required landscaping and bufferyards.
 2. The proposed expansion can meet all the required parking standards for both the existing use and the proposed expansion.
 3. The open space requirements contained herein are met for the area containing the new use (Ord. #1399, 8/11/86; Ord. #1498, 4/26/88)

CHAPTER II: ZONING REGULATIONS

Article 28. Off-Street Parking and Loading

- Sec. L-II 28.1 Intent and Purpose of Article.
- Sec. L-II 28.2 Off-Street Parking Required.
- Sec. L-II 28.3 Adjustments to Required Parking.
- Sec. L-II 28.4 Parking Design Standards.
- Sec. L-II 28.5 Required Number of Spaces.
- Sec. L-II 28.6 Parking Lot Construction Standards.
- ~~Sec. L-II 28.7~~ Water Efficient Landscaping Required. *See Landscaping Requirements.*
- Sec. L-II 28.8 Off-Street Loading Requirements.
- Sec. L-II 28.9 Drive-In and Drive-Through Facilities.
- Sec. L-II 28.10 Expansion of an Existing Project.
- Sec. L-II 28.11 Illumination.
- Sec. L-II 28.12 Drainage of Surface Waters.
- Sec. L-II 28.13 Compliance With Standards for Previously Approved Projects.



CHAPTER II: ZONING REGULATIONS

Article 28. Off-Street Parking and Loading

Sec. L-II 28.1. Intent and Purpose of Article.

Parking standards are intended to minimize street congestion, traffic hazards and to provide safe and convenient access to businesses, public services and places of public assembly, and to make the appearance of parking areas more compatible with the surrounding land uses.

Sec. L-II 28.2. Off-Street Parking Required.

At the time of the construction of any building and/or structures hereinafter listed, or at the time any such building or structure is enlarged or increased in capacity by adding floor area or seats, or at such time that a higher usage is applied, there shall be provided for such new construction or intensified use, enlargement or increased capacity and use of land the following minimum off-street parking space with adequate provisions for safe ingress and egress and said parking space shall thereafter be maintained in connection with such building or structure and use of land.

Sec. L-II 28.3. Adjustments to Required Parking.

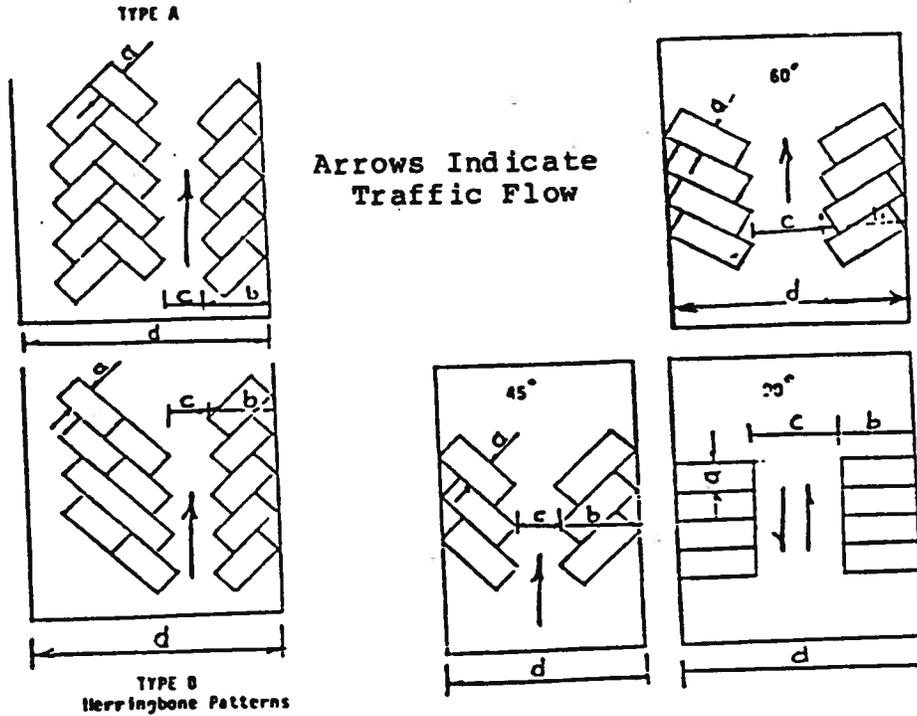
- A. Compact Car Spaces: Parking lots with twenty or more spaces may include compact car spaces for up to forty percent (40%) of the total number of regular spaces. Compact car spaces shall be a minimum of eight (8) feet by fourteen (14) feet in size. All such compact car spaces shall be clearly marked.
- B. Shared On-Site Parking: Where two or more non-residential uses on a single site are developed as a recognized shopping center, the parking ratio shall be five (5) parking spaces for each one thousand square feet of gross building area or fraction thereof.

- C. Shared Peak Hour Parking: Where two or more non-residential uses on a single site are developed as a recognized shopping or professional center and have a distinct and differing peak traffic usage periods, (e.g., a theater and a bank), the required number of parking spaces may be reduced by the Planning Agency, provided that the most remote space in the parking lots of each use are located within 300 feet of each other (as measured along the most direct pedestrian path). The amount of reduction may be up to the amount of spaces required for the most intensive of the two or more uses sharing the parking.

Sec. L-II 28.4. Parking Design Standards.

All off-street parking areas shall be designed and improved as hereinafter provided:

- A. Parking Space and Aisle Dimensions: All off-street parking spaces shall be a minimum of nine (9) by eighteen (18) feet in size, except for compact car spaces pursuant to Sec. L-II 28.3.A and handicapped spaces pursuant to Sec. L-II 28.5.B.1(d). Parking lot aisles shall be of the following dimensions:
1. Angle Parking: The dimension of angle parking shall be based upon the angle and width of the parking stalls, pursuant to the following chart. The use of the wider parking stalls facilitates a reduction in the aisle width, as shown:



KEY TO DISTANCES IN CHART

Angle	Space Width (a)	Space to Curb (b)	Aisle ¹ (c)	Tier ² Width (d)
90 degrees	8'-0" ³	14'-0"	20'-0"	51'-0"
	9'-0"	18'-0"	24'-0"	60'-0"
	10'-0"	18'-0"	22'-0"	58'-0"
60 degrees	8'-0" ³	16'-0"	14'-0"	48'-0"
	9'-0"	20'-0"	18'-0"	58'-0"
	10'-0"	20'-8"	16'-0"	57'-4"
45 degrees	8'-0" ³	15'-6"	12'-0"	43'-0"
	9'-0"	19'-0"	16'-0"	54'-0"
	10'-0"	20'-0"	14'-0"	54'-0"

1. Aisle Widths for 45 degree and sixty degree spaces are one way only.
2. Tier means two rows of parking spaces plus an aisle.
3. Compact car spaces only, see Section 28.3.A.

2. Parallel Parking: Space dimensions shall be nine (9) by twenty-two (22) feet. Aisle dimensions for parallel parking shall be twelve (12) feet for one-way traffic and twenty-four (24) feet for two way traffic.

B. Parking Lot Design Standards:

1. Controlled Access: Parking areas, except for single-family residences shall be designed so as not to require or encourage cars to back out into any public right-of-way, or pedestrian walk, in order to leave the lot or to maneuver out of a parking space. Parking lots shall be designed and improved so as to prevent ingress and egress at any point other than designated entrance or exit drives.
2. Access Driveway Width: The width of the driveway providing access to a parking lot from any street or between separate parking lots on a site shall be a minimum of twelve (12) feet for one-way access and twenty-four (24) feet for two-way access. The width of a single driveway opening shall not exceed thirty (30) feet in a commercial or industrial area. (Ord. #1399, 8/11/86)
3. Access Drive Location: Access driveways to parking areas containing three (3) or more spaces shall be located and designed as follows:
 - (a) Distance from Street Corner: Parking area ingress and egress driveways shall be located a minimum of one hundred fifty (150) feet from the nearest street intersection, as measured from the centerline of the driveway to the centerline of the nearest traveled lane of the intersecting street. For lots with a footage of less than 150 feet of frontage the minimum distance shall be 100 feet.
 - (b) Number of Driveways: Ingress and egress driveways crossing the street property line for a single site shall be limited to two (2) along the frontage of any single street for parcels of two acres or less. The centerline of double driveways along the same property line shall be separated by a minimum of thirty (30) feet.

- (c) Abutting Parcel: Parking area ingress and egress driveways shall be located a minimum of one hundred fifty (150) feet from any driveway on the same parcel or adjacent parcel as measured from centerline to centerline; provided, however, each parcel shall be provided with a driveway.
4. Drop-off Points Required: Parking areas for public assembly facilities shall include a designated on-site location for dropping off passengers at an entrance to the facility. Drop-off points shall consist of vehicle turnout lanes located outside of normal traveled lanes. Drop-off points shall be provided for: Hotels, motels, schools with fifty (50) or more students, churches and restaurants with capacity of fifty (50) or more, public transportation terminals, public buildings, general retail uses and offices larger than 10,000 sq. ft.

Sec. L-II 28.5. Required Number of Spaces.

All land uses pursuant to this Chapter shall be provided with off-street parking spaces as specified in the charts contained herein.

- A. Use of Charts: The charts shall be used to determine the number of spaces required for a specific use of the land.
1. Uses Not Listed: For uses not specifically listed, the parking requirements shall be required for the most similar use of equivalent intensity.
 2. Parking and Loading Intensity: Parking and loading intensity describes the rate of vehicle turnover and loading intensity factor. Intensity factors are assigned to each use by the charts in subsection C of this section. High Intensity Areas are those with rapid turnover; Medium Intensity Areas are those areas with high visitor usage for periods ranging from two to four hours; Low Intensity Areas are those with medium turnover and few users, such as long-term and employee parking lots. Parking and loading intensities are used to determine the surfacing requirements in Sec. L-II 28.6.A; landscaping requirements of L-II 28.7; and the number of loading bays required by Sec. L-II 28.8.

3. Terms Used in Charts:

- (a) Active Use Areas: All developed areas of a site and building except storage, parking and landscaping.
- (b) Floor Area: Means the gross floor area, all area within an enclosed building.

B. Special Parking Requirements: In addition to the parking spaces required by subsection C of this section, new uses shall also provide the following:

1. Handicapped Parking: One handicapped space shall be provided for each 10,000 square feet of gross floor area or fraction thereof.

- (a) Handicapped spaces shall be twelve (12) by eighteen (18) feet in size. Aisle widths shall be as required for a standard 9 x 18 foot space. All such handicapped spaces shall be clearly identified.
- (b) Handicapped spaces shall be located nearest to the main pedestrian access point from the parking area to the building or use served by the parking.

C. Parking Requirements by Land Use: Except for specific uses listed in this subsection, improved off-street parking and/or loading spaces shall not be required for agricultural uses, as long as sufficient open space is provided to meet the parking needs of all employees and visitors, and all loading activities, entirely on the site of the use.

1. Agricultural Uses:

Use	Parking Spaces Required	Parking Lot Turnover	Loading Bay Intensity
Ag. Processing, Packing and Processing	1 per 1,000 sf. of use area.	Low	High
Wineries	1 per 1,000 sf. of active use area and 1 per 3,000 sf. of storage	Low	High
	1 per 100 sf. of tasting room	Medium	N.A.

Farm Equipment and Supplies	1 per 500 sf. of floor area, and 1 per 1,000 sf. of outdoor use.	Low	Low
Nurseries	1 per 500 sf. of floor area, 1 per 3,000 sf. outdoor use area	Medium	Low

2. Communication Uses: Broadcasting studios shall provide parking as required for offices. Transmission facilities are not required to have identified spaces, as long as sufficient open space is provided to meet the parking needs of all employees entirely on the site.

3. Cultural, Educational and Recreation Uses:

Use	Parking Spaces Required	Parking Lot Turnover	Loading Bay Intensity
Active Recreation Facilities:			
Amusement Parks/Fairgrounds	To be determined by the Planning Agency	Medium	Medium
Arcades (Games) & Billiards	1 per 100 sf. of floor area	Medium	N.A.
Bowling Alleys	6 per lane	Medium	Low
Dance Clubs	1 per 25 sf. of dance floor	Medium	N.A.
Dance Studios	1 per 200 sf. of floor area	Low	N.A.
Golf Courses	3 per hole plus any required for clubhouse uses	Low	N.A.
Golf Driving Ranges (Separate From Golf Course)	2 per tee	Low	N.A.
Miniature Golf	3 per hole	Medium	N.A.
Skateboard Parks	1 per 500 sf. of use area	Medium	N.A.
Skating Rinks	1 per 400 sf. of use area	Medium	N.A.
Swimming Pools (Public or Member)	1 per 100 sf. of pool area, and 1 per 300 sf. of deck area	Medium	N.A.
Tennis Courts Racquetball	2 per court and 1 per 300 sf. of use area	Medium	N.A.
Libraries	1 per 500 sf. of use area	High	Low

Health Spas	1 per 300 sf. of floor space	Medium	N.A.
Private Clubs, Lodge Halls and Union Headquarters	1 per 4 seats. 1 per 60 sf. of floor not having seats plus bar and restaurant uses.	Medium	Low
Public Assembly: Exhibit Facilities (Including Museums)	1 per 300 sf. of exhibit floor.	High	Low
Seated Spectator Facilities (incl. Church, Theater other Auditorium & Meeting Halls, Sports Assembly)	1 per 4 fixed seats or 1 per 100 sf. of spectator area if seats not fixed.	High	Low
Schools: Day Care, Pre-School	1 per 7 children	Medium	Low
Business and Vocational	1 per student seat in largest classroom or instructional area, in addn. to spaces required for auditorium or stadium.	High	Low
High School	5 spaces per classroom plus 1 space for each 75 sf. in assembly rooms and auditoriums, sports assemblies required in addition. Plus one bus loading space for each 100 students	High	Low
Elementary or Junior High Schools	1.5 spaces for each classroom, plus one space for each 200 sf. of gross floor area in assembly rooms-auditoriums plus one bus loading space for each 100 students	High	Low
College and University	Same as High Schools	High	Low

4. Manufacturing, Processing and Fabricating Uses:
 Parking lot turnover is low, and the loading bay intensity is medium. Parking spaces are required as follows:

- (a) 1 space per 800 square feet of active use area within a building; and
- (b) 1 space per 1,000 square feet of storage area within a building; and
- (c) 1 space per 2,000 square feet of outdoor active use area; and
- (d) 1 space per 5,000 square feet of outdoor storage area.

5. Residential Uses

Use	Parking Spaces Required	Parking Lot Turnover	Loading Bay Intensity
Single Family Dwellings (Including mobile-homes)	2 per dwelling (1)	N.A.	N.A.
Multi-Family Dwellings, Condominiums, and other attached ownership dwellings	<u>Resident Parking:</u> 1 per one bedroom or studio unit, 1.5 per two bedroom unit, 2 per three or more bedrooms plus <u>Guest Parking:</u> 1 space, plus 1 per 2 units	Low	N.A.
Multi-Family senior independent ctrs/apartments without community ctrs (3)	1 per dwelling unit	Low	N.A.
Group Quarters (2) (Including boarding houses, rooming houses, dormitories & organizational houses)	1 per bed, plus 1 per 8 beds for guest parking, 1 for each employee on largest shift	Low	N.A.

- (1) Notwithstanding the provisions of L-II 28.6, required driveways and parking areas for single-family residences may be gravel.
 - (2) Notwithstanding Sec. L-II 28.2, at elevations of 4,000 feet and above, Group Quarters containing four (4) or less beds may use the right-of-way for maneuvering provided there is at least twenty (20) feet from the edge of the street pavement to the edge of the parking.
 - (3) When a part of a senior citizen housing project (condominiums excluded) as provided in Section L-II 3.38B, the parking requirements may be reduced by a maximum of 55% if the project qualifies for such reductions and if approved as part of a land use permit. (Ord. #1312, 6/24/85)
6. Resource Extraction: No improved parking is required, provided that sufficient open area is available to accommodate all employee and visitor vehicles entirely on the site.

7. Retail Trade Uses:

Use	Parking Spaces Required	Parking Lot Turnover	Loading Bay Intensity
Auto & Vehicle Dealers	1 per 400 sf. of showroom, 2 per service bay, 1 per 3,000 sf. of outdoor use area and 1 per employee	Medium	Low
Building Materials and Hardware	1 per 200 sf. of floor area, 1 per 10,000 sf. of outdoor use area and 1 per employee	Medium	Medium
Correctional Institutions	As determined by Planning Agency		
Financial	1 per 300 sf. of floor area, 3 per teller window	High	Low
Health Care (Medical and Dental Offices) Professional Offices	1 space per each 100 sf. of floor area for the first 1,000 sf. of floor area plus 1 space for each 300 sf. thereafter	High	N.A.

Hospitals	1.5 per bed, 1 per 400 sf. of office space floor area	High	Low
Hospital Acute Care	1.5/bed, 1 per 400 sq. ft. of office floor area	High	Low
Hospital, Skilled Nursing Facility	1 per 3 beds (Ord. #1415)	Medium	Low
Hospital, Intermediate Care Facility	1 per 5 beds	Low	Low
Hospital, Veterinarian	1/each 250 sq. ft. of floor area 1/800 sq. ft. of boarding area	High	Low
Laundries & Dry Cleaning Plants	1 per 1,000 sf. of floor area	Low	High
Pick-up Office	1 per 400 sf. of activity area, 1 per 1,000 sf. of storage area	High	Low
Photography Studios, Commercial Art Studios	1 per 400 sf. of floor area	Low	N.A.
Post Offices	5 per service window, 1 per 500 sf. of floor area other than customer area but not less than 1 space per each 400 sf. of floor area	High	High
Eating & Drinking Places: Restaurants & Bars (on-site consumption. With dancing, facilities shall also meet dance club parking requirement).	<u>Customer Spaces:</u> 1 per 150 sf. of floor area, 1 per counter stool, 1 per 75 sf. floor area of banquet facilities, plus <u>Employee Spaces:</u> 1 per 100 sf. of kitchen	Medium	Medium

Fast Food (includes drive-ins. If patrons tables are provided, use must also meet restaurant customer space requirement)	1 per 25 sf. of kitchen area	High	Medium
Food & Beverage Retail Sales	1 per 200 sf. of floor area, 2 per checkstand	High	Medium
Furniture, Home Furnishings & Equipment	1 per 400 sf. of sales area, 1 per 1,000 sf. of storage area plus 1 per each employee	Low	Medium
General Merchandise	1 per 200 sf. of sales area, 1 per 600 sf. of storage area plus 1 per employee	Medium	Low
Mail Order & Vending	1 per 250 sf. of use area plus 1 per employee	Low	Low

8. Service Uses:

Use	Parking Spaces Required	Parking Lot Turnover	Loading Bay Intensity
Auto Repair & Service	2 per service bay, 1 per 800 sf. floor area	Medium	Low
Equipment Rental	1 per 500 sf. of floor area, 1 per 1,000 sf. of outdoor use area	Medium	Low
Equipment Rental	1 per 300 sf. of floor area, 1 per 1,000 sf. of outdoor use area	Medium	Low
Copy & Reproduction	1 per 400 sf. of floor area	Medium	Low
Contract Construction Services	1 per 500 sf. of floor area	Low	Low
Personal Services Barber & Beauty Shops	3 per chair	Medium	N.A.

Funeral & Crematory Services	1 per 4 seats in each assembly room, or 1 per 40 sf. of floor area in assembly rooms, whichever is greater, 2 per office	Medium	Medium
Laundromats	1 per 200 sf. of floor area	High	N.A.
Other Personal Services	1 per 500 sf. of floor area	Medium	N.A.
Public Safety Facilities	As determined by Planning Agency		
Repair Service (Shoe repair, Coin Operated: shoe shine, scales & lockers, steam baths, wedding chapels, privately operated, etc.)	1 per 400 sf. of floor area	Low	Low
Waste Disposal Site	As determined by Planning Agency		

9. Transient Lodgings:

Use	Parking Spaces Required	Parking Lot Turnover	Loading Bay Intensity
Hotels, Motels	1.1 per unit	High	Low

10. Transportation Uses:

Use	Parking Spaces Required	Parking Lot Turnover	Loading Bay Intensity
Airports (Public)	As determined by Planning Agency		
Transit Stations and Terminals	As determined by Planning Agency		
Truck Stops	1 per 1,000 sf. of use area for first 5,000 sf., 1 per 3,000 sf. thereafter	Medium	High
Vehicle & Freight Terminals	2 per loading bay, 1 per 300 sf. of office space	High	High

11. Wholesale Trade:

Use	Parking Spaces Required	Parking Lot Turnover	Loading Bay Intensity
Warehousing: Commercial Storage	1 per 2,000 sf. of use area for first 10,000 sf. 1 per 5,000 sf. of use area thereafter	Low	High
Mini-Storage	2 spaces for manager office	Low	Low
Wholesaling & Distribution	1 per 1,000 sf. of use area for first 10,000 sf. of use area, 1 per 3,000 sf. of use area thereafter	Low	High

D. Expansion of Parking for Existing Ski Facilities

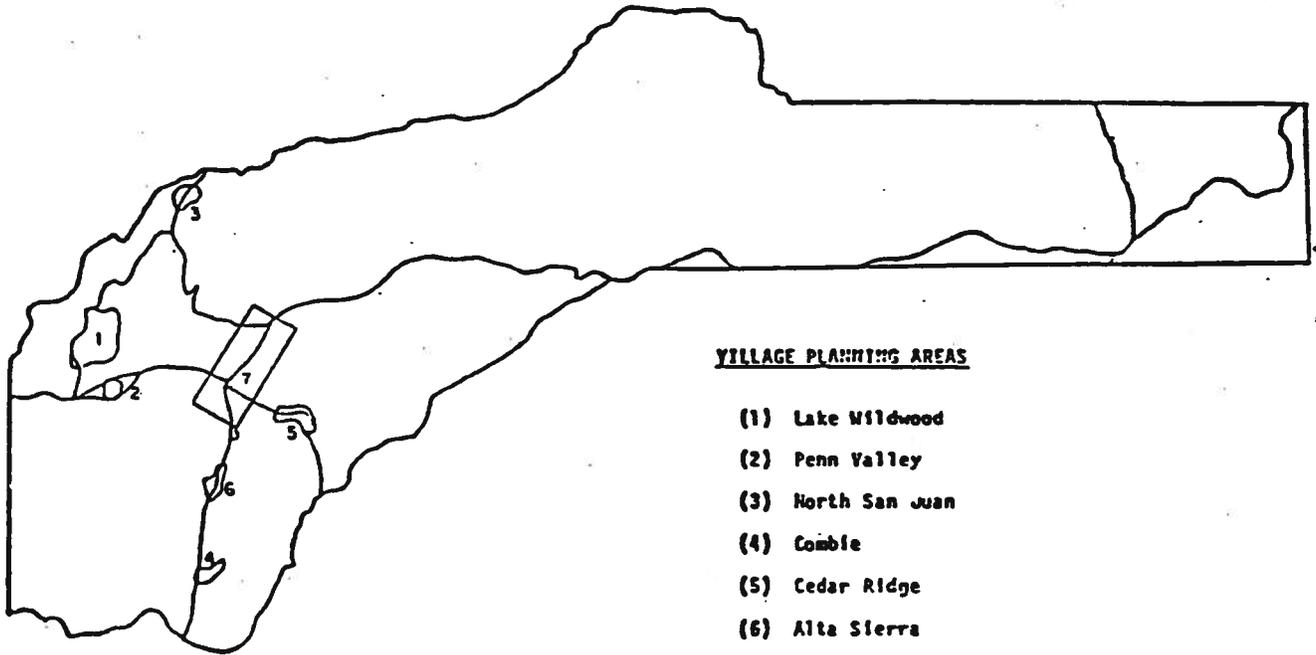
1. Notwithstanding any other provision of this Section, no ski facility established and operating as of January 1, 1989 shall be required to add additional parking facilities in excess of that required under any previously issued use permits or, if no such permits were previously issued, then in excess of the actual parking facilities as they existed on January 1, 1989, as a result of the ski facility's construction of any new ski lifts. The addition of any new ski lifts will otherwise be subject to all of the permit requirements of this Code.
2. As part of an application submittal for a use permit for the construction of any new ski lift, the ski facility will be required to submit a detailed site plan to the County Planning Department showing all of the on-site existing parking utilized by the ski facility.
3. Any expansion of the parking facilities of a ski facility shall be subject to all of the permit requirements of this Code, except striping, landscaping, curb stops, etc. (Ord. #1630, 3/27/90)

Sec. L-II 28.6 Parking Lot Construction Standards.

All parking areas containing three (3) or more off-street parking spaces shall be improved as follows, except as otherwise provided by this section.

- A. Surfacing: All parking areas shall be surfaced with asphaltic concrete, concrete, chip seal over a four (4) inch crush rock base, or crushed rock as specified in the following chart:

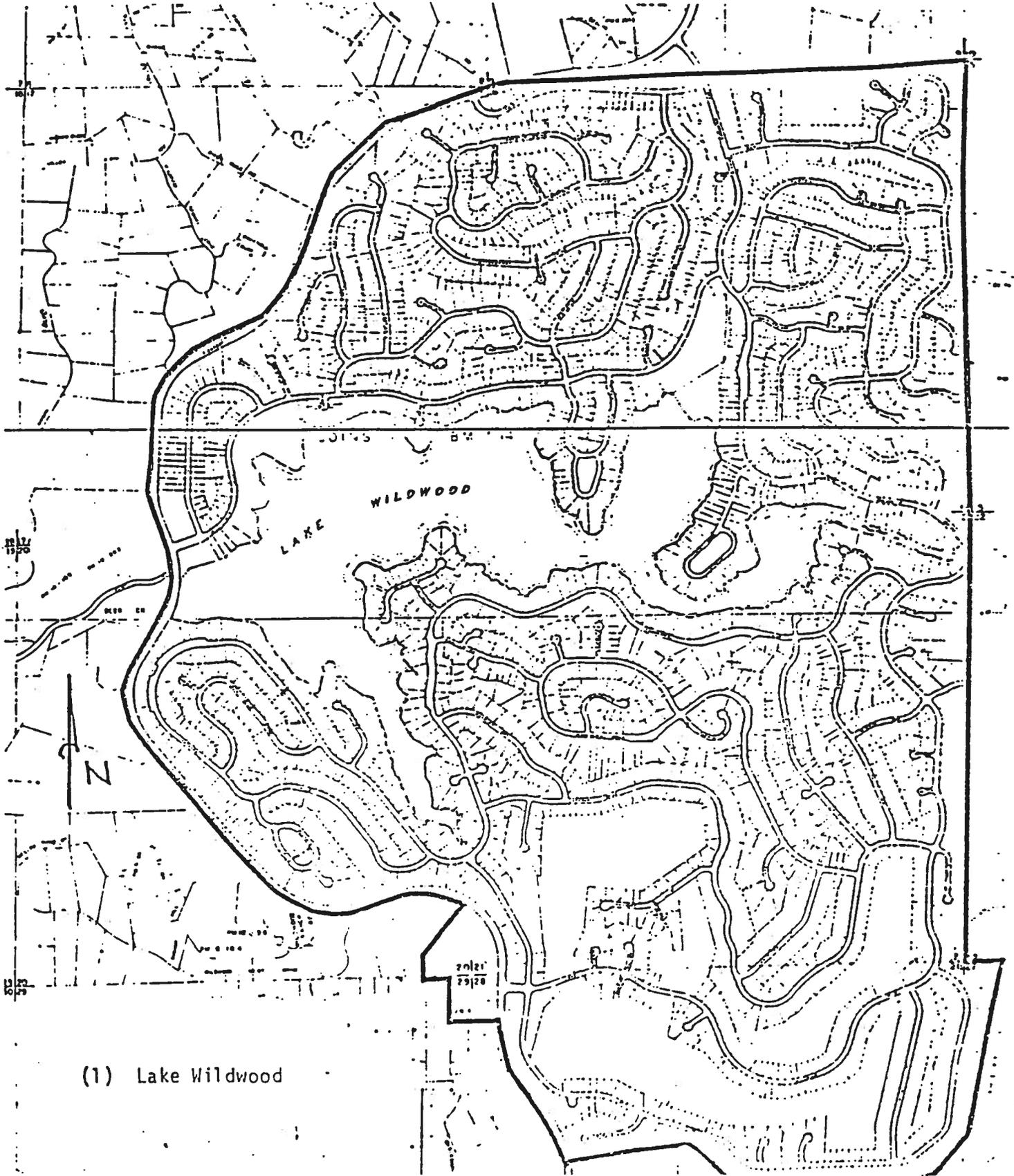
Location	Minimum Required Surface		
	Parking Lot Turnover		
	High	Medium	Low
Inside Grass Valley-Nevada City Blow-Up	Asphalt or Concrete	Asphalt or Concrete	Asphalt or Concrete
Outside Grass Valley-Nevada City Blow Up Outside Other Village Planning Areas Under 4,000'	Chip Seal	Crushed Rock	Crushed Rock
Inside Other Village Planning Areas	Asphalt or Concrete	Chip Seal	Crushed Rock
Any Area 4,000 ' or Higher	Asphalt or Concrete	Asphalt or Concrete	Asphalt or Concrete



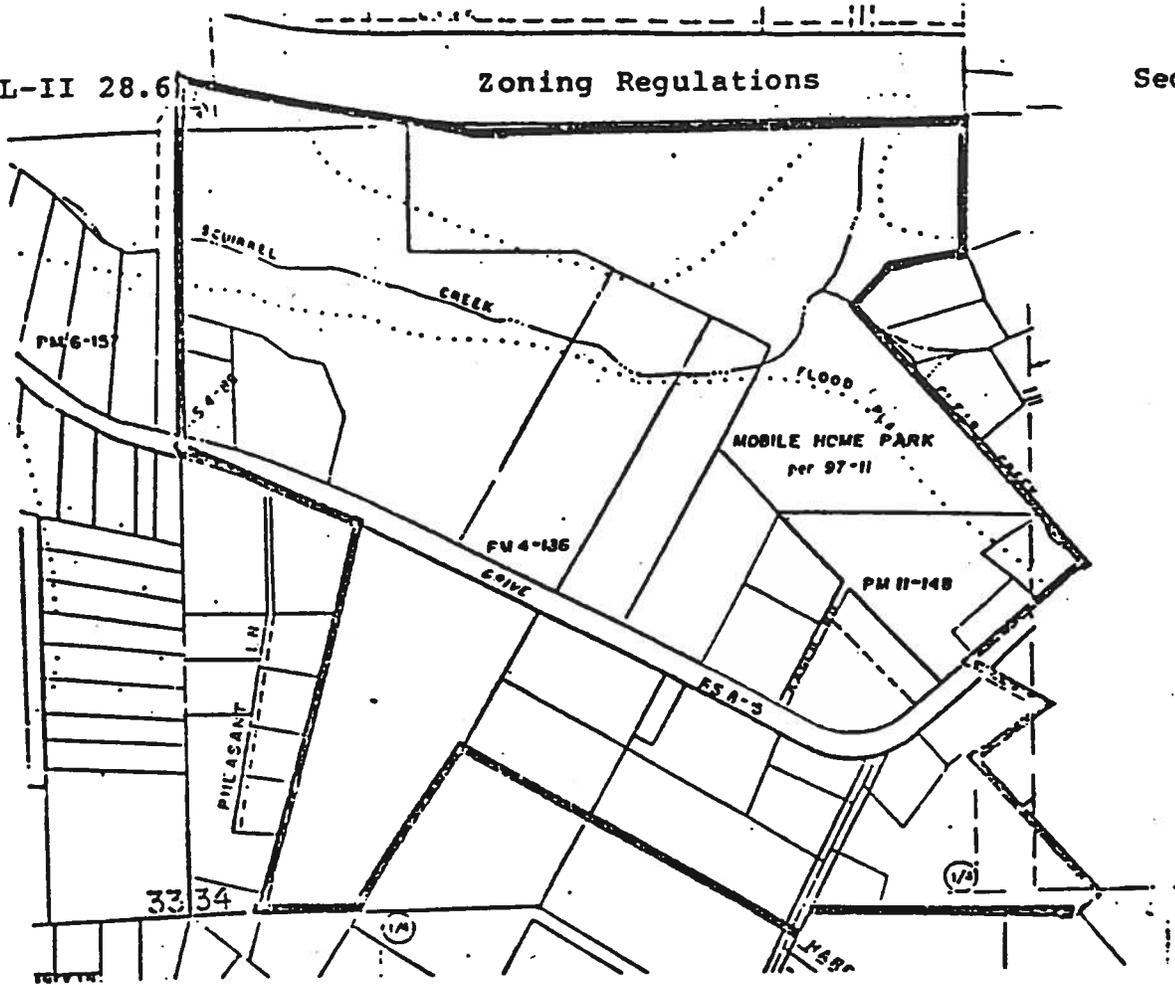
VILLAGE PLANNING AREAS

- (1) Lake Wildwood
- (2) Penn Valley
- (3) North San Juan
- (4) Combie
- (5) Cedar Ridge
- (6) Alta Sierra
- (7) Grass Valley - Nevada City Blowup

-150d-



(1) Lake Wildwood

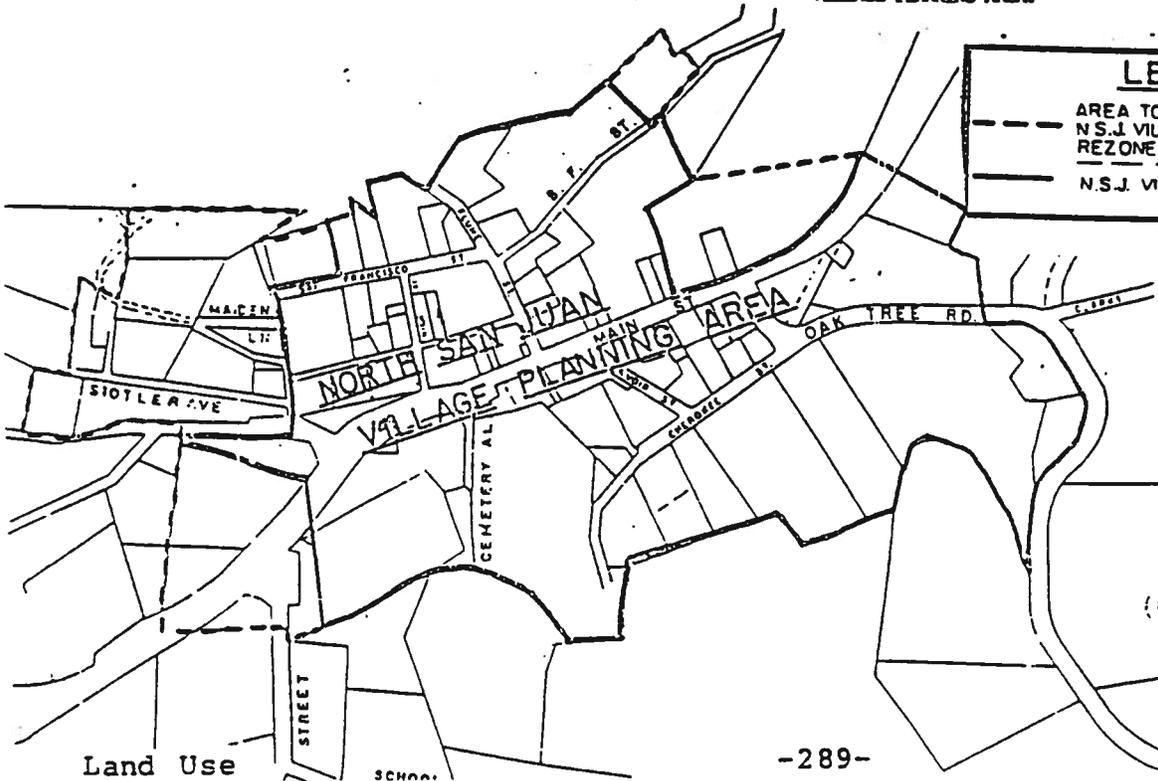


(2) Penn Valley

"ANY SUBSEQUENT PROPERTY REZONE TO AN "RA", "C1", "C2", "C11" OR "OP" ZONING DISTRICT WITHIN THE PREVIOUSLY ESTABLISHED BOUNDARIES OF THE NORTH SAN JUAN VILLAGE PLANNING AREA SHALL BE AUTOMATICALLY INCLUDED WITHIN THE VILLAGE PLANNING AREA."

LEGEND

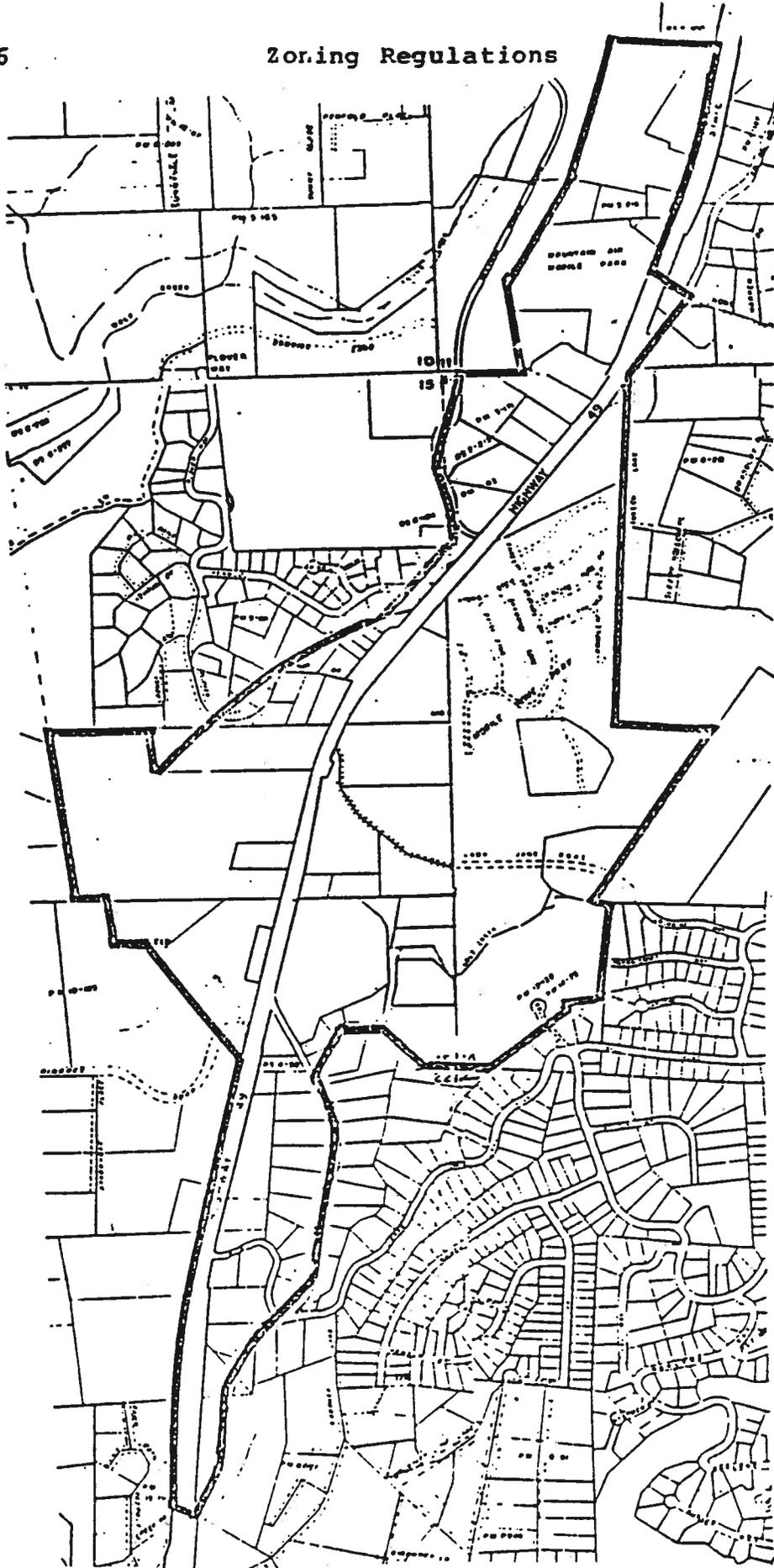
- - - - - AREA TO BE INCORPORATED INTO N.S.J VILLAGE PLANNING AREA UPON REZONE TO HIGHER INTENSITY ZONE
- N.S.J VILLAGE PLANNING AREA



(3) North San Juar

(Ord. #1496, 4/19/88)

(6) Alta Sierra



- B. Lining and Marking: All parking spaces in paved parking areas shall be marked with paint striping a minimum of four (4) inches in width. Parking spaces in other types of lots shall be identified by wheel stop barriers securely fastened to the surface of the lot.
- C. Wheel Stops: A continuous six (6) inch concrete or asphaltic concrete curb is required. With prior approval, in order to maintain architectural compatibility railroad ties or other durable materials may be substituted for the concrete or asphaltic concrete curbs in all parking lots to define the perimeter of the parking area and to protect the landscaping and/or fencing from vehicular encroachment. Where a continuous concrete, asphaltic concrete curb or other approved materials are used around perimeter landscaping, wheel stops shall not be required. Bumper guards or wheel stops shall be provided in such manner to insure that no portion of any parked vehicle shall touch any wall, fence, or building, nor project beyond any lot lines bounding such facilities. Wheel stops shall be constructed as follows:
1. Materials and Installation: Wheel stops shall be constructed of concrete, asphaltic concrete, timber or other durable material not less than six (6) inches in height. Wheel stops shall be securely installed and maintained as a safeguard against damage to adjoining vehicles, machinery, landscaping, fencing or abutting property.
 2. Setbacks: Wheel stops or other vehicle barriers less than two (2) feet in height shall not be located closer than three and one-half (3-1/2) feet from any property line.
 3. Wheel Stops Excepted: Wheel stops shall not be required in parking areas above 4,000 feet in elevation.
- D. Vertical Clearance: Covered parking spaces shall have a vertical clearance of at least seven feet, six inches (7'6") above the parking lot surface for all uses except residential.
- E. Slope: The finish grade of a parking lot shall not exceed a seven percent (7%) slope.

Sec. L-II 28.13 Compliance With Standards for Previously Approved Projects.

Notwithstanding any conditional use permit or site plan approved prior to September 16, 1981, all such previously approved projects shall be allowed to comply with the provisions of this article and the standards for parking embodied herein. Such choice shall be at the sole option of the permittee, provided that if any permittee elects to comply with this article as amended on September 16, 1981, the permittee shall file with the Clerk to the Planning Agency a binding statement stating the permittee's election to be bound by the provisions of this article. Until such statement is filed with the Clerk to the Planning Agency, the permittee shall adhere to the conditions of approval of the permit. If a permittee files a statement of election to adhere to the provisions of this article, as amended, such statement shall be irrevocable and such permittee shall adhere to all the provisions of this article as a condition of approval of the conditional use permit and/or site plan.

Any such statement of election shall be filed with the Clerk to the Planning Agency within one year of the effective date of this Ordinance. Thereafter, no such election shall be allowed. (Ord. #1052, effective 12/30/81)

Ord. #509, 2/2/71; Ord. #735, 11/4/75; Ord. #949, 3/31/80; Ord. #971, 10/6/80; Ord. #1029, 8/17/81; Ord. #1052, 11/30/81; Ord. #1053, 11/30/81; Ord. #1085, 5/17/82; Ord. #1312, 6/24/85; Ord. #1359, 1/6/86; Ord. #1415, 12/1/86; Ord. #1630, 3/27/90; Ord. #1823, 2/23/93

PAGES 293 thru 296 contain

Sec. L-II 28.7 Water Efficient Landscaping

and is a separate hand-out.

Sec. L-II 28.8 Off-Street Loading Requirements.

Off-Street loading bays which are required by this section are based upon the loading bay intensity as determined by this article.

A. Number of Bays Required:

Use Area in Square Feet	Number of Bays Required		
	Loading Bay Intensity		
	High	Medium	Low
Less than 10,000	1	0	0
10,000 - 30,000	2	1	0
30,000 - 60,000	3	2	1
60,000 - 100,000	4	3	2
100,000 - 150,000	5	4	3
Each Additional 50,000	1	.5	.25

B. Adjustment to Number of Bays: The number of bays may be adjusted by the Planning Agency up to fifty percent (50%) of the required number when such bays are designed to serve two or more uses jointly, provided that each use has access to a loading zone without crossing a public street, alley or pedestrian way.

C. Acts Prohibited: Loading bays shall not be used for repair work, vehicle storage, or to satisfy space requirements for off-street parking.

D. Loading Bay Design Standards:

1. Access: Each loading bay shall be accessible from a street, alley or from an on-site aisle or drive connecting with a street or alley. Such access may be combined with the access to a parking lot which is located so that loading activities will not obstruct normal on-site parking and traffic flow. Loading bays shall be designed to preclude maneuvering on a street, alley or sidewalk.
2. Setbacks: Loading bays shall be set back a minimum of twenty-five (25) feet from Residential use or Residential Classification.
3. Residential Buffering: Bufferyards shall be provided for all loading bays that are adjacent to a Residential use or a Residential Classification. Required bufferyard shall be required pursuant to Sec. L-II 28.7B 3(a).

Sec. L-II 28.9. Drive-In and Drive-Through Facilities.

This section establishes supplementary standards for retail trade and service uses that conduct business while customers remain in their vehicles. Such uses may include drive-through facilities which are accessory to a principal building where business is conducted indoors, or which conduct all business by means of drive-through facilities. Such uses may include but are not limited to drive-in restaurants, fast food establishments with drive-through take-out windows, photo-finishing services and bank services. These standards are not applicable to drive-in theaters or service stations.

- A. On-Site Traffic Control: Site with drive-through facilities shall be provided with internal circulation and traffic control devices as follows:
1. Lane Separation: An on-site circulation pattern shall be provided for drive-through traffic that separates such traffic from the stopover customers. Separation may be by paint striped lanes from the point of site access to the stacking area described in A.2 below. Such lanes shall be a minimum width of ten (10) feet.

2. Stacking Area: An area shall be provided for cars waiting for drive-through service that is physically separated from other traffic circulation on-site. Said stacking area shall accommodate a minimum of four (4) cars per drive-through window in addition to the car(s) receiving service. Separation in the stacking area from other traffic shall be by paint stripping, concrete or asphaltic curbing on at least one side of the lane.
3. Directional Signs: Signs shall be provided which indicate the entrance, exits and one-way path of drive-through vehicles.

Sec. L-II 28.10. Expansion of An Existing Project.

Notwithstanding the provisions contained in Sec. L-II 28.7 (Landscaping), the subsection dealing with interior landscaping shall not apply to the existing parking lot provided the proposed expansion does not exceed twenty percent (20%) of the gross floor area at the time of the expansion.

Sec. L-II 28.11. Illumination.

All artificial illumination provided in connection with such facilities shall be installed, directed and shielded to confine all direct rays of artificial light within the boundaries of such facilities.

Sec. L-II 28.12. Drainage of Surface Waters.

Any such facilities shall be prepared, graded and paved in such a manner to insure that all surface waters will drain into a public street, alley or storm drain. Drains in accordance with the specifications of the County Engineer shall be provided.

Sec. L-II 28.13 Compliance With Standards for Previously Approved Projects.

Notwithstanding any conditional use permit or site plan approved prior to September 16, 1981, all such previously approved projects shall be allowed to comply with the provisions of this article and the standards for parking embodied herein. Such choice shall be at the sole option of the permittee, provided that if any permittee elects to comply with this article as amended on September 16, 1981, the permittee shall file with the Clerk to the Planning Agency a binding statement stating the permittee's election to be bound by the provisions of this article. Until such statement is filed with the Clerk to the Planning Agency, the permittee shall adhere to the conditions of approval of the permit. If a permittee files a statement of election to adhere to the provisions of this article, as amended, such statement shall be irrevocable and such permittee shall adhere to all the provisions of this article as a condition of approval of the conditional use permit and/or site plan.

Any such statement of election shall be filed with the Clerk to the Planning Agency within one year of the effective date of this Ordinance. Thereafter, no such election shall be allowed. (Ord. #1052, effective 12/30/81)

Ord. #509, 2/2/71; Ord. #735, 11/4/75; Ord. #949, 3/31/80; Ord. #971, 10/6/80; Ord. #1029, 8/17/81; Ord. #1052, 11/30/81; Ord. #1053, 11/30/81; Ord. #1085, 5/17/82; Ord. #1312, 6/24/85; Ord. #1359, 1/6/86; Ord. #1415, 12/1/86; Ord. #1630, 3/27/90; Ord. #1823, 2/23/93

CHAPTER II: ZONING REGULATIONS

Article 11. OP "Office and Professional" District

- | | |
|----------------|---|
| Sec. L-II 11.1 | Purpose and Intent. |
| Sec. L-II 11.2 | Permitted Uses. |
| Sec. L-II 11.3 | Uses Subject to a Conditional Use Permit. |
| Sec. L-II 11.4 | Uses Expressly Prohibited. |
| Sec. L-II 11.5 | Site Development Standards. |
| Sec. L-II 11.6 | Other Conditions to Use and Occupancy. |

CHAPTER 11 - FINANCIAL STATEMENTS

Section 11.1 - Balance Sheet

11.1.1	Assets and Liabilities	11.1
11.1.2	Assets and Liabilities	11.2
11.1.3	Assets and Liabilities	11.3
11.1.4	Assets and Liabilities	11.4
11.1.5	Assets and Liabilities	11.5
11.1.6	Assets and Liabilities	11.6
11.1.7	Assets and Liabilities	11.7
11.1.8	Assets and Liabilities	11.8

COUNTY OF NEVADA

DEPARTMENT OF TRANSPORTATION

LETTER 2

950 Maidu Avenue

Nevada City, California 95959-8617

(916) 265-1411

November 16, 1995

File: 150.05

Ms. Christal Waters
Department of General Services
Office of Project Development and Management
400 R Street, Suite 5100
Sacramento, CA 95814

SUBJECT: Draft Initial Study and Proposed Negative Declaration for the California Highway Patrol Grass Valley Area Office

Dear Ms. Waters:

Thank you for the opportunity to comment on the draft Negative Declaration (ND) and Initial Environmental Study (IES) for the project. The proposed site appears to offer a number of logistical advantages for the California Highway Patrol (CHP) and we believe it will be an ideal location. However, we were disappointed in the traffic study and feel it should be expanded. The following are our areas of concern:

1. Trip Generation - We believe this will be a relatively low trip generator; however, the discussion in the traffic study is very unclear. 2-1
2. Future Analysis - The entire discussion is based on current traffic volumes. There is no discussion of future conditions. Data is readily available from the recent Nevada County General Plan update and the Grass Valley/Nevada City Sub Regional Study prepared by TJKM for the Nevada County Transportation Commission. Both studies show major traffic increases on McCourtney Road. 2-2
3. Access Control - In early discussions with representatives from your Department, we indicated that access should be confined to Old Auburn Road to the greatest extent possible. This is consistent with newly adopted General Plan Policy No. 4.19, which states: 2-3

Maintain the function and integrity of arterial and major collector roads by limiting access wherever possible. For all new development, allow access via the lowest roadway classification, consistent with safe operation of the roadways and environmental constraints.

The discussion on access in the traffic study does not account for future conditions. Any access to McCourtney Road should be limited to CHP officers only and not include the general public.

2-3 cont.

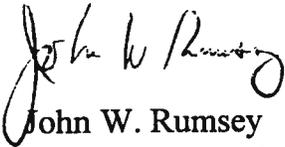
4. Whole Project - We concur with the Planning Department that subdivision of the property should be addressed in the environmental document. This has definite access implications.

2-4

If you or your traffic consultant have any questions regarding the above comments, please feel free to contact me.

Sincerely,

THOMAS MILLER, DIRECTOR



John W. Rumsey
Senior Civil Engineer

JWR:jm

cc: Jim Johnson, CHP, Facilities Section, 2490 First Avenue, Sacramento, CA, 95818
Lt. Gary Norman, CHP, 11900 Sutton Way, Grass Valley, CA, 95945
Karry Przepiorski, Planning Department

Ref.waters.n16

LETTER 3

COUNTY OF NEVADA

DEPARTMENT OF SANITATION

ERIC ROOD ADMINISTRATIVE CENTER

950 MAIDU AVE

NEVADA CITY CA 95959-8617

Voice: (916) 265-1555

FAX: (916) 265-1553

November 28, 1995

File: 300.136 001

Ms. Christal Waters,
Senior Environmental Planner
Department of General Services
400 R Street, Suite 5100
Sacramento, CA 95814

Subject: Requested Department of Sanitation Review of the
Proposed Negative Declaration Initial Environmental
Study-California Highway Patrol Grass Valley Area
Office.

Dear Ms. Waters:

SEWER:

This project is located on the southwest periphery of an expanding area of development within the sphere of influence of the City of Grass Valley and within a large undefined "wastewater shed". Although the domestic sewage disposal needed for this project area is to be provided for with an on-site septic system, this is the type of a governmental or commercial project which could/should be integrated into a "wastewater shed" and regional sewage/wastewater treatment concept and system.

3-1

SOLID WASTE:

No comments.

3-2

If you have any questions or concerns please contact me at 916 265-1555.

Sincerely,



E. Lee Jordan, REA-Project Manager
Assistant Engineer

Ref: LJ CW Neg Dec Cal Hwy Patrol

LJ:bs

5 830781

COUNTY OF VERMONT

NEW FIDELITY
100 N. STATE ST.
MONTPELIER, VT 05602
TEL: 252-2211

TO THE HONORABLE JUDGE OF SUPERIOR COURT

IN AND FOR THE COUNTY OF VERMONT

THE undersigned, NEW FIDELITY, a corporation organized under the laws of the State of Vermont, do hereby certify that the within and foregoing is a true and correct copy of the original as the same appears in the records of the County of Vermont.

Witness my hand and seal this 22nd day of November, 1983.

NEW FIDELITY

By: _____
Attorney at Law

Notary Public for the State of Vermont

My Commission Expires _____

Notary Public for the State of Vermont

My Commission Expires _____

Notary Public for the State of Vermont

My Commission Expires _____

Notary Public for the State of Vermont

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My Commission Expires _____

Notary Public for the State of Vermont

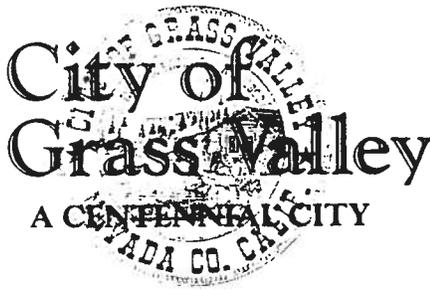
My Commission Expires _____

Notary Public for the State of Vermont

My Commission Expires _____

Notary Public for the State of Vermont

My Commission Expires _____



PLANNING COMMISSION
DESIGN REVIEW BOARD
PLANNING DEPARTMENT
WILLIAM N. ROBERTS
CITY PLANNER

125 EAST MAIN STREET
GRASS VALLEY, CA 95945
(916) 274-4330 FAX: 274-4399

November 17, 1995

Christal Waters
Senior Environmental Planner
Department of General Services
Office of Project Development and Management
400 R Street, Suite 5100
Sacramento, CA 95814

Subject: California Highway Patrol Grass Valley Area Office
South of McCourtney Road, East of Old Auburn Road, AP#07-400-01

Dear Ms. Waters:

Thank you for the opportunity to review the Draft Initial Study and Proposed Negative Declaration for subject project.

The site is within the Planning Area for the Grass Valley General Plan. The site is shown on the Grass Valley General Plan for OC, Other Community Commercial Land Use, and the proposed Highway Patrol Station would be consistent with the City's General Plan.

4-1

The site is also within the LAFCO approved Grass Valley Sphere of Influence, which is coterminous with the Planning Area. The nearest City Limit Line is approximately 800 feet to the northeast. The City would encourage annexation of this project to the City, but we recognize that this is not possible unless intervening properties can be included to establish contiguity with the existing City boundaries. One possibility for doing this would be to include the Nevada County Fairgrounds in the annexation, which would involve one ownership. Other possibilities would be to include the Watt Park Fire Station and private ownerships to the northeast on the south side of McCourtney Road. Prior to annexation, the area being annexed would need to be rezoned appropriate for the existing and proposed uses. If the site were inside the City, the project design would be subject to approval of the Grass Valley Design Review Board, and the applicant may want to review the project with the DRB for consistency with City Design Review Guidelines.

4-2

We note that the proposed method of sewage disposal is by septic tank and leachfield to be located on the low side of the site adjacent to McCourtney and Old Auburn Roads. A properly engineered system, approved and inspected by the Nevada County Department of Environmental Health, should be adequate for domestic sewage disposal for this facility. However, the document

4-3



indicates that CHP vehicles would be washed in the garage carport area. We don't know how extensive the vehicle washing activity would be, and how much water would be used, but the options for such waste water disposal appear to be: discharge to the surface, recycling, disposal through a septic system, or a holding tank pumped out for discharge to the Grass Valley Wastewater Treatment Facility. If wash water is a significant amount, disposal could be a problem. Surface discharge to the street or driveway surface could cause slippery driving conditions. Disposal through the septic system could become a problem if the leachfield becomes saturated. The cost of maintaining and pumping out a holding tank could be prohibitive.

4-3 cont

If waste water disposal problems do occur, they could be solved by connection to the Grass Valley sewer system. The nearest connection to the existing sewer main is approximately one-quarter mile away in the intersection of Brighton Street and McCourtney Road, which would require a main line extension for that distance at the developer's cost. A lift station might also be required depending upon the elevations and the slope of the main extension. Adopted City policy requires that property be annexed to the City before sewer service is extended, but there is provision for connection of public agencies outside the City under contract approved by the City Council, and that might be a possibility in this case. It might be better to work out appropriate arrangements in advance, as a septic tank or leachfield failure that could incapacitate an emergency service facility such as the CHP Station could be embarrassing.

The proximity to the Watt Park Fire Station and the parallel driveways connecting to McCourtney Road may not be a problem with low traffic volumes, but the arrangement has potential for accidents particularly if both are used by emergency vehicles entering McCourtney Road at the same time. This traffic arrangement needs to be carefully reviewed as indicated in the environmental document.

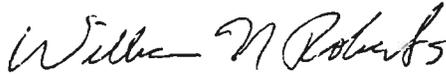
4-4

Regarding relocation from the existing facility on Sutton Way, are there one or more underground fuel tanks existing at that location that will need to be removed when the facility is relocated? Also, are there propane tanks for an emergency generator system that will need to be removed? What happens to the existing Department of Motor Vehicles office on Sutton Way if CHP moves?

4-5

I hope that these comments will be useful in the review of the project. Please call if you have any questions or need any additional information.

Sincerely,


William N. Roberts, City Planner

cc: Gene Haroldsen, City Administrator
Tom Miller, Nevada County Planning Director

NID Nevada Irrigation District

10836 ROUGH & READY HWY. • P.O. BOX 1019 • GRASS VALLEY, CA 95945-1019 • (916) 273-6185

AUBURN & LINCOLN: 878-1857
COLFAX: DIAL OPERATOR, ASK FOR ENTERPRISE 14293
FAX: 477-2646

November 2, 1995

IN REPLYING REFER
TO FILE NO.

5/6-W

Attn: Christal Waters
Department of General Services
Office of Project Development and Management
400 R Street, Suite 5100
Sacramento, CA 95814-6280

Re: Proposed Development - California Highway Patrol Facilities
Portion of Nevada County APN 07-400-01
Domestic Water Availability

TO WHOM IT MAY CONCERN:

Thank you for the opportunity to review the referenced development. In Section 4, Environmental Checklist, part 12. c,g of Utility and Service Systems it is stated: "Potable water for the proposed CHP facility would be provided by the Nevada Irrigation District".

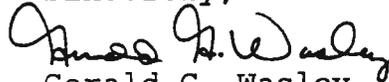
Per Nevada County Tax Area Code 62-023, the referenced property is not within the boundaries of the Nevada Irrigation District. There is an existing "Outside District" treated water account, M3-21678-6. The property is supplied potable treated water via a 5/8 inch metered connection from the Elizabeth George Treatment Plant. The District can only sell "surplus" water outside its boundaries.

According to Section 4.13 of the District's Regulations, continued service to a property on which there is a change (in this instance from residential to commercial) would not be allowed unless the property is successfully annexed into the District. Any questions pertaining to annexation procedure and applicable fees should be directed to Mrs. Dorothy Miller at 916-273-6185, Ext. 222.

The District does not assume liability or responsibility for the provision or supply of water for fire protection; and review of fire flow design requirements is not an assumption of liability or responsibility for fire flow design criteria.

Please contact me at 823-2466 if you have further questions.

Sincerely,



Gerald G. Wasley
Chief of Administrative Services

GGW:aeb

Directors: David E. Southern, Division 1 • Ernst L. Bierwagen, Division 2 • Dale H. Birdsall, Division 3
R. Paul Williams, Division 4 • George Leipzig, Division 5
General Manager: James P. Chatigny • Secretary: Dorothy P. Miller • Treasurer: Teresita T. Andrews
Attorneys: Minasian, Minasian, Minasian, Spruance, Baber, Meith & Soares

5-1

200 Dorsey Drive, Ste. 320, P.O. Box 2509
Grass Valley, CA 95945
(916) 274-9360
FAX (916) 274-7546

LETTER 6

October 25, 1995

Ms. Christal Waters
Department of General Services
Office of Project Development and Management
400 R Street, Suite 5100
Sacramento, CA 95814

Re: Draft Initial Study, CHP Area Office-Grass Valley

Dear Ms. Waters:

Please accept this for inclusion in the record regarding the above-referenced matter, on behalf of the Northern Sierra Air Quality Management District.

The District has reviewed the Draft Initial Study document prepared by EIP Associates, and agrees generally with information presented regarding potential air quality impacts associated with the construction and operation of the CHP station in the Grass Valley area. Specific comment is offered on the following item:

The Draft Initial Study document states that Best Management Practices (BMP's) will be used to mitigate dust emissions caused during the construction process. At this time, the District will not require submission of a Dust Control Plan in order to assure compliance with District Rule 226-Dust Control, based on the BMP's stipulated for use in the Draft Initial Study document. Should these BMPs later prove ineffective, for whatever reason, the District will require the Project Supervisor immediately prepare and submit a dust plan adequate to prevent excessive emissions.

6-1

Should you have any questions regarding the above items, or issues related to local air quality regulations, please feel free to contact me at 274-9360.

Sincerely,

Rodney A. Hill
Air Pollution Control Officer

Greg Gilbert
Air Pollution Control Specialist



cc: Jim Johnson, CHP

wpdocs/planning/projects/chp

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
P.O. BOX 911
MARYSVILLE, CA 95901
TDD Telephone (916) 741-4509
FAX (916) 741-5346
Telephone (916) 741-4539



November 28, 1995

GNEV138
03-NEV-20 PM 12.0
CHP Grass Valley Area Office
PND, SCH#95102045

Ms. Christal Waters
California Highway Patrol
2490 First Avenue
Sacramento, CA 95818

Dear Ms. Waters:

Thank you for the opportunity to review and comment on the above referenced document.

COMMENTS

The relocation of the California Highway Patrol (CHP) facility should not have significant impacts to either State Route 20 or 49.]

7-1

If you have any questions regarding these comments, please contact Terri Pencovic, Inter Governmental Review/CEQA Coordinator, at (916) 741-4199.

Sincerely,

A handwritten signature in cursive script, appearing to read "Lib Haraughty".

E. A. "LIB" HARAUGHTY, Chief
Office of Transportation Planning - Rural

cc: Dana Lidster, Gov.'s Office of Planning and Research, State Clearinghouse



4. RESPONSES TO COMMENTS

RESPONSES TO COMMENTS

Each letter and each comment within a letter has been given a number. Responses are numbered so that they correspond to the comment. Where appropriate, responses are cross-referenced between letters.

COMMENT 1: NEVADA COUNTY PLANNING DEPARTMENT

Response to Comment 1-1

Comment noted.

Response to Comment 1-2

The drawing included in the Draft Initial Study was intended to show the features of the proposed facility and represents a prototypical layout, as stated on page 3-4 of the Draft Initial Study. The final layout of the facility and design features would be subject to revision to ensure that all necessary aesthetic and design (e.g., vegetation, parking) and utilities (e.g., sizing of on-site septic system) components comply with all applicable requirements. Until these issues are resolved, the exact size and shape of the parcel cannot be determined. Consequently, details of the property subdivision are not known. Because the property subdivision would be speculative, it was not included in the project description. This Initial Study/Negative Declaration addresses the key issues that could result in a significant environmental impact and dismisses or provides mitigation to reduce project effects to less than significant. The conclusion of the analysis is that all areas of potential significance can be mitigated. Some of those mitigations will be addressed more specifically at the time of local review and approval of the property division and/or the local permitting process, and will feed into the design development of the property and the project. As indicated on page 2-1 of the Draft Initial Study, the document is intended to allow the State to enter into an agreement with a developer. That developer will be required to apply to the County for land use approval. The County will condition such approval as necessary to ensure that the property is sized and developed appropriately to achieve consistency with County requirements and standards. CHP recognizes that subdivision of the property would be subject to CEQA requirements, and as stated on page 2-1 of the Draft Initial Study, the property owner and developer hired to construct the proposed CHP facility would be responsible for creating a legal parcel and land use approval in accordance with CEQA.

Response to Comment 1-3

As discussed on pages 4-23 and 4-24 of the Draft Initial Study, the addition of up to 25 vehicle trips per day and two trucks per week and maintenance activities are not expected to contribute significantly to noise levels in the project area. To clarify that operational noise levels would not result in any significant impacts, the discussion beginning with the fourth sentence of the last paragraph on page 4-23, and continuing through page 4-24, of the Draft Initial Study is revised as follows:

...Vehicle maintenance would be limited to oil changes, fueling, tire changes, and car washing, which would generate minimal amounts of noise, noise similar to that which occurs at commercial gasoline stations, which are included in the same zoning district as the proposed project. Noise levels at the property line generated by on-site activities cannot be quantified at this time because the final site layout has not been determined. However, the noise associated with maintenance activities at the CHP facility is expected to be minimal and would be much less than that which occurs at a commercial gasoline station because a smaller volume of vehicles would be serviced at a lower frequency than at a commercial facility. Tire changes, which typically involve the use of a pneumatic air wrench, would mostly be performed to install/remove seasonal tires or to replace tires for safety reasons. The low volume and frequency of oil changes and car washing would not generate significant amounts of noise that would be clearly distinguishable from maintenance activities at the adjacent fire station. Vehicle maintenance would occur in the vehicle maintenance bay and would not be performed at night. Gasoline deliveries would occur approximately three to four times per year during midday. Trucks would not be allowed to park at the proposed site overnight. Up to two trucks per week could potentially enter the facility for administrative purposes and would stop at the truck citation clearance lane (see Figure 3); however, no large vehicles, such as 18-wheel trucks, would enter the facility for administrative purposes. Truck engines would be required to be turned off when parked at the proposed facility. Further, the proposed project would comply with proposed Nevada County General Plan Policy 9.11, which requires the use of increased setbacks, landscaping, earthen berms, and solid fencing to minimize noise impacts.

CHP is mandated under State law to use sirens during emergencies to respond in a timely manner to traffic accidents that involve life-threatening situations. Proposed Nevada County General Plan Policy 9.1(f) states that noise standards shall not apply to those projects associated with the provision of emergency services or functions. Use of sirens near the current CHP facility does not occur very often, and no increased use would be expected at the proposed facility. It should be noted that the CHP has not received complaints from local residents or businesses regarding noise from operations at its present location. In addition, the proposed CHP facility would be located adjacent to an existing fire station at which sirens are used.

As noted in the traffic study performed for the proposed project, there would be up to 25 vehicle trips per day associated with facility operation. The addition of these trips to existing traffic volumes would be negligible and not clearly discernible from noise generated by existing traffic and surrounding land uses, and would not contribute significantly to increased noise levels in the area.

Response to Comment 1-4

Information from the California Department of General Services (DGS) Division of Telecommunications indicates that the CHP facility would operate at 42.54 Megahertz (Mhz). Radiofrequency ranges for radio, television, and wireless communication devices obtained from DGS are listed below.

| | |
|------------------------------|--|
| Broadcast radio | 0.55-1.6 Mhz |
| Broadcast television | |
| VHF Channels 2-6 | 66-88 Mhz. |
| VHF Channels 7-13 | 170-210 Mhz |
| UHF Channels above 14 | starts at 300-400 Mhz |
| Wireless cellular telephones | upwards of 900 Mhz |
| Wireless portable telephones | variable, but generally within 66-88 Mhz range or upwards of 900 Mhz |

Because the CHP facility radio would operate at a different radiofrequency, there would be no interference on radio, television, or wireless communication.¹

Response to Comment 1-5

Comment noted. To reflect a correction regarding the source of water for the Nevada Irrigation District, the last paragraph of Item 4d and the first sentence of the first paragraph in Item 4f on pages 4-10 and 4-11 of the Draft Initial Study are revised as follows:

- d,e) The proposed site is not located adjacent to any surface water body, nor would any runoff from the site directly enter a surface water body. Water would be obtained from the Nevada Irrigation District, which has adequate surface water supplies to serve future County needs, including the proposed project. Construction and operation of the facility would not require significant withdrawal of water from any surface water body. Therefore, implementation of the proposed project would not directly result in any changes in the amount, currents, or the course or direction of water movements. In addition, no surface thermal springs have been identified near the project site.
- f,g,i) As discussed above and in Item 12c, the proposed project would not involve a significant increase in the amount of water use, and groundwater supplies available to the Nevada Irrigation District are adequate to serve future County needs, including the proposed project.

Response to Comment 1-6

As discussed in Response to Comment 1-2 and on page 3-4 of the Draft Initial Study, the final layout has not been determined. As a result, specific details regarding landscaping, open space, parking, and other aesthetic issues are not available at this time. However, as noted on page 4-28 of the Draft Initial Study, the project would be required to comply with applicable Nevada County design standards to ensure that all necessary aesthetic and utilities components comply with all applicable requirements. Building design and site layout drawings that contain sufficient

detail to demonstrate compliance with applicable standards would be reviewed with Nevada County Planning Department staff prior to submittal to the County in conjunction with the permitting process.

Response to Comment 1-7

Comment noted. Annexation issues are discussed on page 4-3 of the Draft Initial Study.

Response to Comment 1-8

Comment noted.

COMMENT LETTER 2: NEVADA COUNTY DEPARTMENT OF TRANSPORTATION

Response to Comment 2-1

As stated on page 4-15 of the Draft Initial Study, the total number of trips, including potential visitors, would be 25 or less.

Response to Comment 2-2

Comment noted. The traffic study for the relocation of the CHP facility did not include any quantitative analysis for any scenarios, existing or future. However, a qualitative discussion for future conditions for the project should have been included. As such, the following additional text is inserted after the first full paragraph on page 4-15 of the Draft Initial Study. The addition of this text does not change the original findings of the traffic analysis.

Future Conditions

According to the Circulation element of the Nevada County General Plan, the traffic on McCourtney Road is expected to increase from approximately 8,000 ADT to 30,000 ADT under buildout conditions. (The State notes that buildout conditions are usually not achieved because of increases to real property costs as the area approaches buildout.) This additional traffic would result from background development included in the County General Plan. Because McCourtney is currently a two-lane road, this additional traffic would exceed the capacity of this roadway. Although the proposed project would contribute to the traffic on McCourtney Road, the total amount of added daily traffic would be less than 0.01 percent of the total traffic on McCourtney Road and would therefore not have a significant impact on McCourtney Road traffic volume.

It should be noted that future roadway improvement alternatives include widening McCourtney to six lanes between Old Auburn Road and SR 20. This would provide adequate capacity for the background traffic generated by the General Plan, as well as any nominal traffic generated by the proposed project.

Response to Comment 2-3

Design of the facility will include signage and striping to limit McCourtney Road access to the property to CHP officers only and not the general public. This would confine access to Old

Auburn Road to the greatest extent possible. However, trucks would have to exit to McCourtney Road because there would not be enough space within the facility to accommodate the large area that would be needed for trucks to safely turn around such that they could exit to Old Auburn Road.

Response to Comment 2-4

See Response to Comment 1-2. Access issues would be resolved in consultation with the responsible Nevada County agencies prior to final design, and to provide for appropriate subdivision of the property in accordance with applicable laws, regulations, and standards.

LETTER 3: NEVADA COUNTY DEPARTMENT OF SANITATION

Response to Comment 3-1

Comment noted. The need for integration of the proposed facility into a "wastewater shed" and regional sewage/wastewater treatment system would be evaluated further in conjunction with decisions regarding annexation. As noted in Response to Comment 1-7, annexation is discussed on page 4-3 of the Draft Initial Study.

Response to Comment 3-2

Comment noted.

LETTER 4: CITY OF GRASS VALLEY PLANNING DEPARTMENT

Response to Comment 4-1

Comment noted. The following text has been inserted after the second paragraph in Item 1a on page 4-2 of the Draft Initial Study to reflect the City of Grass Valley Planning Department's acknowledgement regarding consistency with the Grass Valley General Plan:

The project site is, however, within the Planning Area for the Grass Valley General Plan, and is designated OC (Other Community Commercial Land Use). Land use associated with the proposed CHP facility would be consistent with the Grass Valley General Plan.

Response to Comment 4-2

Comment noted. Please see Responses to Comments 1-7 and 3-1 regarding annexation issues.

Response to Comment 4-3

As stated on page 4-11 of the Draft Initial Study, the on-site septic system would comply with Nevada County requirements. It is anticipated that up to 10 CHP vehicles could be washed on a weekly basis. This number could be less because CHP also contracts with private firms for car washing. Regardless of the number of vehicles that could be washed on-site, as noted in Item

12d on page 4-26 of the Draft Initial Study, the septic system would be designed to contain all wastewater from the site. This would include rinse water from car washing. There are no plans to recycle the water or to discharge water from vehicle washing to the surface or to a holding tank. As stated on pages 4-26 and 5-1 of the Draft Initial Study, a project-specific mitigation measure to minimize the amount of water used for vehicle washing will be incorporated into the project. Therefore, because the amount of water would be minimized to the extent practical and the septic system would be sized appropriately for the entire facility, wastewater disposal problems are not expected to occur, and septic tank failure would be unlikely.

Response to Comment 4-4

Although the proposed CHP area office would be adjacent to the Watt Park District Fire Station, the potential for accidents caused by emergency vehicles entering McCourtney Road from both facilities at the same time would be minimal. Unlike fire response crews, the CHP does not typically respond to emergencies from an area office or station; instead, emergencies are normally responded to by officers already in the field. On rare occasions (i.e., no more than once a month), the CHP may respond to a "Code 3" emergency from the area office. In some cases, off-duty officers may respond from their homes. Therefore, it is highly unlikely that an accident would occur that would involve both fire station and CHP emergency vehicles simultaneously leaving the facilities to respond to an emergency.

Response to Comment 4-5

The following text has been added to Item 9a on page 4-21 of the Draft Initial Study:

One 12,000-gallon Underground fuel storage tank and one above-ground propane tank are present at the existing CHP facility. When the existing CHP facility is vacated, the underground fuel storage tanks would be removed and the site evaluated to determine whether any contamination has occurred as a result of leakage from the tanks. The underground tank removal and site assessment would be performed in accordance with applicable State regulations and policies and procedures, and in accordance with Nevada County Environmental Health standards for underground tank removals. Propane tanks at the existing facility would be removed as well, in accordance with applicable regulations, standards, and guidelines. Because the fuel tanks would be removed and any necessary soil or groundwater remediation performed, vacating the existing facility would not present a public safety or health risk.

Any activities at the existing Department of Motor Vehicles office on Sutton Way are not within the scope of the proposed project and would be subject to separate environmental analysis and review.

LETTER 5: NEVADA IRRIGATION DISTRICT

Response to Comment 5-1

Comment noted. CHP is aware of the limitations regarding water supply to the proposed CHP facility and will request annexation into the Nevada Irrigation District according to District procedure.

LETTER 6: NORTHERN SIERRA AIR QUALITY MANAGEMENT DISTRICT

Response to Comment 6-1

Comment noted. In the event Best Management Practices do not sufficiently mitigate construction-generated dust emissions, a Dust Control Plan will be prepared in accordance with District Rule 226.

LETTER 7: CALIFORNIA DEPARTMENT OF TRANSPORTATION

Response to Comment 7-1

Comment noted.

ENDNOTES

1. Jim Kirstein, Engineer, California Department of General Services Division of Telecommunications, personal communication, December 5, 1995.

5. MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM

CEQA requires that a lead agency establish a program to report on and monitor measures adapted as part of the environmental review process to mitigate or avoid significant effects on the environment. This Mitigation Monitoring Program (MMP) is designed to ensure that the mitigation measures necessary to reduce significant impacts identified in the Draft Initial Study are implemented. The MMP, as outlined in the following table describes monitoring and reporting procedures, monitoring responsibilities, and monitoring schedules for all mitigation measures identified in the Draft Initial Study.

A variety of State and local entities will be responsible for implementing the mitigation measures. The State, through the Department of General Services, Office of Real Estate Design Services, will ensure that measures to be implemented during project design are included in the project specifications of the lease agreement with the developer. The developer will be required to implement the specific mitigations. The developer must submit specific site plans to various entities in Nevada County for approval: (e.g., the Planning Department, if a Conditional Use Permit is required; the Building Department for a Grading Permit). The Nevada County Planning Department has indicated it will use this Mitigated Negative Declaration to support local permit approvals. Once specific plans for the site are under local review, the County may revise this environmental document, including the MMP, to be consistent with its local permitting process. Such revisions will substitute for specific mitigations identified in this document, as long as they provide equal or greater environmental protection.

The components of this table are addressed briefly below.

Mitigation Measures: The project-specific mitigation measures are taken verbatim from the Draft Initial Study, in the same order that they appear in the Draft Initial Study.

Monitoring and Reporting Procedure: Identifies the action that must be completed for the mitigation measure to be considered implemented.

Mitigation Timing: Identifies the timing for implementation of each action. Each entry in the table begins with a two-letter code. These codes indicate when the mitigation measure must be implemented in the typical project cycle in order to effectively accomplish the intended outcome. The meaning of these codes is as follows:

- DE - Detailed project planning or project design prior to project approval
- CO - Construction
- OC - Occupancy

Monitoring Responsibilities: Identifies the entities responsible for undertaking the required action and monitoring the mitigation measure.

**CALIFORNIA HIGHWAY PATROL
GRASS VALLEY AREA OFFICE
MITIGATION MONITORING PROGRAM**

| Mitigation Measures | Monitoring and Reporting Procedure | Mitigation Timing | Mitigation Responsibility |
|--|---|--|--|
| Land Use and Planning | | | |
| <ul style="list-style-type: none"> ■ <i>Prior to development of working drawings, the State's developer shall coordinate with the Nevada County Planning Department to ensure that the project as proposed will be consistent with applicable Nevada County zoning requirements, including, if necessary, rezoning of the property.</i> | <p>Submit project description and conceptual drawings to Nevada County Planning Department. Apply for rezoning, Conditional Use Permit, and/or site plan approval as required, incorporating changes in project design as negotiated with the Planning Department, to ensure consistency with applicable County General Plans.</p> <p>File approved plans with State.</p> | <p>DE-Prior to development of working drawings.</p> <p>CO-Prior to construction.</p> | <p>Developer; Nevada County</p> <p>Developer</p> |
| Water | | | |
| <ul style="list-style-type: none"> ■ <i>The State shall ensure that facility design includes appropriate controls, such as peak flow reduction and infiltration practices (e.g., grass swales, infiltration trenches, and grass filter strips) to minimize runoff.</i> | <p>Verify and document that runoff controls have been incorporated into project design.</p> <p>Inspect facility to verify runoff controls implemented and functioning properly.</p> | <p>DE-Prior to final design approval.</p> <p>OC-Prior to facility operation.</p> | <p>OREDS; Developer</p> <p>OREDS; Developer</p> |

**CALIFORNIA HIGHWAY PATROL
GRASS VALLEY AREA OFFICE
MITIGATION MONITORING PROGRAM**

| Mitigation Measures | Monitoring and Reporting Procedure | Mitigation Timing | Mitigation Responsibility |
|---|--|--|--|
| <ul style="list-style-type: none"> ■ The State shall ensure that construction documents include Best Management Practices (BMPs) or equally effective measures to protect receiving water quality. BMPs shall include, but would not be limited to the following: <ol style="list-style-type: none"> (1) Site preparation shall not take place during inclement weather, nor until such time as the soil has dried adequately to support equipment movement. The developer shall be responsible for preparing the site to prevent erosion prior to initiating construction, and remediating soil erosion that may occur from construction. (2) Temporary mulching, seeding, or other suitable stabilization measures consistent with the Nevada County Grading Ordinance shall be used to protect exposed areas during construction activities. (3) Excavated materials shall not be deposited or stored where the material could be washed away by stormwater runoff. (4) Staging areas for heavy equipment shall be established so that spills of oil, grease or other petroleum by-products cannot be discharged to potential runoff areas. All machinery shall be properly maintained and cleaned to prevent spills and leaks. (5) Any spills or leaks from the use of machinery and other heavy equipment shall be reported (if required by local, state or federal regulations) and cleaned up in accordance with applicable local, state and federal regulations. | <p>Verify and document that BMPs or equally effective measures to protect receiving water quality have been incorporated into construction documents.</p> <p>Inspect construction site to verify compliance.</p> <p>Document inspection results.</p> | <p>DE-Prior to final project design approval.</p> <p>CO-During construction.</p> | <p>OREDS; Developer</p> <p>OREDS; Developer;
Nevada County</p> |

**CALIFORNIA HIGHWAY PATROL
GRASS VALLEY AREA OFFICE
MITIGATION MONITORING PROGRAM**

| Mitigation Measures | Monitoring and Reporting Procedure | Mitigation Timing | Mitigation Responsibility |
|---|---|--|--|
| <p>■ <i>The State shall ensure that project design includes a combination of the following Best Management Practice (BMPs), or equally effective measures, to reduce urban contaminant levels in stormwater runoff from the proposed CHP facility:</i></p> <ol style="list-style-type: none"> (1) <i>Oil and grease separators shall be used to control driveway and parking lot contaminants.</i> (2) <i>Storm drain inlets shall be labeled to educate the public of the adverse impacts associated with dumping on receiving waters (i.e., "Don't dump! Drains to creek!").</i> (3) <i>Landscape areas, including borders shall use warm season grasses and drought tolerant vegetation wherever feasible to reduce demand for irrigation and thereby reduce irrigation runoff. Efficient irrigation systems shall be installed in landscaped areas to minimize irrigation runoff from paved areas. Such irrigation systems include drip irrigation, soil moisture sensors, and automatic irrigation systems.</i> | <p>Verify and document that BMPs or equally effective measures to reduce urban contaminant levels in stormwater runoff have been incorporated into project design.</p> <p>Inspect facility to verify design elements implemented and functioning.</p> | <p>DE-Prior to final design approval.</p> <p>OC-Prior to facility operation.</p> | <p>OREDS; Developer</p> <p>OREDS; Developer;
Nevada County</p> |

**CALIFORNIA HIGHWAY PATROL
GRASS VALLEY AREA OFFICE
MITIGATION MONITORING PROGRAM**

| Mitigation Measures | Monitoring and Reporting Procedure | Mitigation Timing | Mitigation Responsibility |
|--|--|--|---|
| Air Quality | | | |
| <ul style="list-style-type: none"> ■ <i>The State shall ensure that construction specifications for the proposed project include a combination of the following Best Management Practices (BMPs), or equally effective measures, to reduce construction-related air quality impacts:</i> <ol style="list-style-type: none"> (1) <i>Watering in late morning and at the end of the day of all earth surfaces during clearing, grading, earthmoving, and other site preparation activities;</i> (2) <i>Use of tarpaulins or other effective covers for stockpiled materials and for haul trucks that travel on public streets.</i> (3) <i>Daily cleanup of mud and dust carried onto adjacent street surfaces.</i> (4) <i>Controlling construction and site vehicle speed to 15 mph on unpaved roads.</i> (5) <i>Shut off equipment when not in use to avoid unnecessary idling. As a general rule, vehicle idling should be kept below 10 minutes.</i> (6) <i>Ensuring construction equipment is properly maintained and in good operating condition.</i> (7) <i>If available prior to project construction and feasible, incorporating new technologies to control ozone precursor emissions.</i> | <p>Verify and document that BMPs or equally effective measures to reduce construction-related air emissions have been incorporated into construction documents.</p> <p>Inspect construction site to verify contractor compliance. Document inspection results.</p> | <p>DE-Prior to final design approval.</p> <p>CO-During construction.</p> | <p>OREDS; Developer</p> <p>OREDS; Developer</p> |

**CALIFORNIA HIGHWAY PATROL
GRASS VALLEY AREA OFFICE
MITIGATION MONITORING PROGRAM**

| Mitigation Measures | Monitoring and Reporting Procedure | Mitigation Timing | Mitigation Responsibility |
|--|--|---|---|
| Transportation/Circulation | | | |
| <ul style="list-style-type: none"> ■ <i>Prior to the development of working drawings, the State's developer shall coordinate with the Nevada County Department of Transportation and Nevada County Planning Department to ensure that siting and design of the proposed driveway on McCourtney Road will not conflict with County or Fire District requirements.</i> | <p>Submit project description and conceptual drawings to Nevada County Department of Transportation for review and comment. Revise final project design as necessary to reflect agreed-upon changes, if any, to driveway location or design.</p> | <p>DE-Prior to development of working drawings.</p> | <p>OREDS; Developer;
Nevada County</p> |
| Hazards | | | |
| <ul style="list-style-type: none"> ■ <i>The State shall ensure that construction documents for the proposed project include a provision that specifies that should excavations associated with construction of the CHP office uncover obvious or potential hazards such as buried debris, mine shafts, wells, or other unusual items, work should immediately stop until a qualified geotechnical engineer or safety specialist can inspect the area and provide appropriate recommendations.</i> | <p>Verify and document that construction documents identify steps to be taken in the event an obvious or potentially hazardous situation occurs. Ensure process in place to respond to situation in a timely manner.</p> | <p>DE-Prior to issuance of construction contract.

CO-Respond as necessary.</p> | <p>OREDS; Developer

OREDS; Developer</p> |

**CALIFORNIA HIGHWAY PATROL
GRASS VALLEY AREA OFFICE
MITIGATION MONITORING PROGRAM**

| Mitigation Measures | Monitoring and Reporting Procedure | Mitigation Timing | Mitigation Responsibility |
|--|--|--|---|
| Utilities and Service Systems | | | |
| <ul style="list-style-type: none"> ■ <i>The State shall ensure that facility design includes appropriate measures to minimize the amount of water used for vehicle washing.</i> | <p>Verify and document that project design includes measures to minimize water use for vehicle washing.</p> <p>Inspect facility to verify water saving measures in place and functioning properly.</p> | <p>DE-Prior to final design approval.</p> <p>OC-Prior to operation occupancy</p> | <p>OREDS; Developer</p> <p>OREDS; Developer</p> |
| Aesthetics | | | |
| <ul style="list-style-type: none"> ■ <i>The State shall ensure that contract specifications incorporate suitable design elements to minimize the amount of light, heat, and glare associated with operation of the proposed facility that could affect workers and the general public. The guidelines could include, but would not be limited to, building surfaces, landscaping, orientation and exposure, and lighting.</i> | <p>Verify and document that project includes design elements to minimize impacts from light, heat, and glare.</p> | <p>DE-Prior to final design approval.</p> | <p>OREDS</p> |

**CALIFORNIA HIGHWAY PATROL
GRASS VALLEY AREA OFFICE
MITIGATION MONITORING PROGRAM**

| Mitigation Measures | Monitoring and Reporting Procedure | Mitigation Timing | Mitigation Responsibility |
|---|--|--|---------------------------|
| Cultural Resources | | | |
| <ul style="list-style-type: none"> ■ <i>The State shall ensure that construction documents include a provision that specifies that should excavations associated with construction of the CHP office uncover obvious or potential historic artifacts, foundations, shells, bones, exotic rock, or other unusual items, work should immediately stop in the area of the find until a qualified historical archeologist can inspect the area and determine the significance of the find.</i> | <p>Verify and document that construction documents identify steps to be taken in the event obvious or potentially historic or archaeological artifacts or human bones are discovered during project construction. Ensure process is in place to respond to situation in a timely manner.</p> | <p>DE-Prior to issuance of construction contract.
CO-Respond as necessary.</p> | <p>OREDS; Developer</p> |
| <ul style="list-style-type: none"> ■ <i>The State shall ensure that if bones uncovered appear to be human, the Nevada County Coroner shall be contacted. If the Coroner determines that the bone is likely to be Native American in origin, then the Coroner must contact the Native American Heritage Commission.</i> | | | |