

# LOMA RICA DRIVE INDUSTRIAL AREA PLAN



*Industry*

*Public Services*



A Framework for Development & Re-Use  
of Industrial Lands in Western Nevada County

Adopted May 27, 2008 by Board Resolution 08-218

## **Loma Rica Drive Industrial Area Plan**



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Advance Planning Projects>Area Plans>Loma Rica Industrial Area Plan

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# Chapter I: Introduction

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## A. Purpose

The County of Nevada recognizes the Loma Rica Drive industrial area as an integral western County business hub and employment center, serving as the largest business center allowing general industrial use within the unincorporated area of the County. The Loma Rica Drive Area Plan seeks to retain and enhance existing businesses, and to facilitate new development by evaluating the general development potential of, and by facilitating improvements within, the industrial area. As vacant lands develop, or existing sites re-develop, the County's primary focus will be on business enhancement, visual cohesiveness and the safety of proposed development. This Area Plan identifies the information needed to facilitate the development process, providing direction to property owners and to decision-makers.

Preparation of an Area Plan for the Loma Rica Drive area originated in response to an *Economic Development/Redevelopment Study* prepared by the Sierra Economic Development District in 2005.<sup>1</sup> To facilitate and stimulate business development within the industrial area, the Nevada County Board of Supervisors directed preparation of an Area Plan and the appointment of a Citizens Advisory Committee to provide input into the Plan. The appointed Committee assisted in identifying key issues within the industrial area and, in review of working documents, provided valuable input into Plan goals and policies.

The direction and authority for preparing Area Plans is founded in the goals and policies of the 1995 Nevada County General Plan, by County Board of Supervisors Resolutions 06-193, establishing the Loma Rica Drive Industrial area as an important regional employment center, and 06-194, directing preparation of an Area Plan for the subject industrial area; and in California Government Code §65301(b) which allows the general plan to be adopted as a single document or as a group of documents relating to subjects or geographic segments of the planning area, and Government Code §65303 which allows the general plan to include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the county. This Area Plan will locally implement and supplement the Nevada County General Plan. The goals, policies and guidelines contained within the Area Plan are consistent with the overall themes and goals of the General Plan, refining policies as they relate to the Loma Rica Drive industrial area.

The County of Nevada acknowledges that the Loma Rica Drive Industrial Area is located within the Sphere of Influence of the City of Grass Valley, identified for annexation between the years 2011 and 2015. Consistent with County General Plan policy, the County consulted with the City of Grass Valley during the preparation of this Area Plan.

During preparation of this Area Plan, funding for the preparation of a *Loma Rica Preliminary Infrastructure Master Plan* was obtained and Plan preparation has commenced. Completion of the Plan is anticipated in late 2008, and, upon review, the Plan may be incorporated into the adopted Loma Rica Area Plan by amendment.

## B. Plan Goals

As a land use document, the overall goal of the Area Plan is to establish a working environment that attracts and retains business in western Nevada County. This Plan addresses the following specific goals:

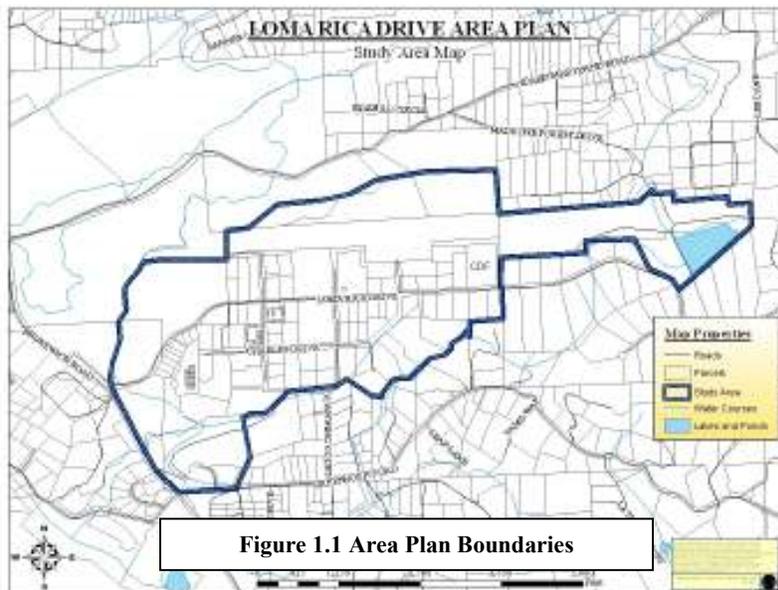
- To develop strategies to resolve identified infrastructure constraints, including secondary access and road maintenance.
- To evaluate the general development potential of properties lying within the existing Loma Rica Industrial area, identifying constraints and development potential.
- To identify potential airport benefits that can enhance local business.
- To provide information and guidance to potential developers by identifying available services, needed improvements, and land use restrictions.
- To develop specific design standards applicable to the Loma Rica Drive industrial area.

## C. Area Plan Description

The 474-acre study area is located 300 feet east of the City of Grass Valley, on the east side of Brunswick Road, south of Idaho-Maryland Road, and north of Greenhorn Road. The Area Plan is mapped within Township 16N, Ranges 8E and 9E, Sections 25, 30, and 29, M.D.B.&M. The Plan encompasses the 57-lot Loma Rica Industrial Park, the 20-lot English Mountain Industrial Park, the 9-lot Park Loma Rica subdivision, and 10 individual parcels not mapped within a

recorded subdivision. Access to the industrial area is off Brunswick Road, connecting to Loma Rica Drive, the primary interior access road serving the existing industrial employment center and the Nevada County Air Park.

The southwest corner of the Plan area is primarily undeveloped and accessed from Greenhorn Road, a minor collector road serving as the primary access to a large, rural-residential area east of Brunswick Road.



## **D. Plan Organization**

The Plan text is composed of nine chapters including an Introductory Chapter, five informational Chapters, a Chapter comprehensively listing issue-specific goals, policies and guidelines, an Implementation Chapter, a Reference Chapter, and Appendices, as follows:

- Chapter 1: An Introduction identifying Plan Purpose and Goals, authority for Plan preparation, Plan organization, a description of the Area Plan, and a history of the Plan area.
- Chapter 2: A Land Use and Development Chapter, identifying existing development, development opportunities, environmental constraints and the land use review process.
- Chapter 3: An Infrastructure Chapter, describing sewage disposal requirements and issues, public water availability, and drainage issues.
- Chapter 4: A Circulation Chapter, describing existing roads and identifying road maintenance and access issues.
- Chapter 5: A Safety Chapter, identifying fire protection services and facilities, public disclosure information for natural and man-made potential hazards, and the regulations and restrictions for handling hazardous materials or hazardous waste.
- Chapter 6: An Airport Chapter, identifying airport operations, the benefits of the airport to the surrounding industrial community, and safety restrictions applicable to development of lands near the airport.
- Chapter 7: Establishes Plan Goals, Policies and Design Guidelines to address issues identified by individual Chapters.
- Chapter 8: An Implementation Chapter, providing strategies for achieving Plan Goals and Policies.
- Chapter 9: Provides a list of References, identifying the supporting technical documents and information sources reviewed during the preparation of this Plan, as numbered within each Chapter.
- Appendices: Identifies the relationship of the Area Plan to the General Plan, Airport Compatibility guidelines, Checklists for development review, and data for each parcel.

## **E. History of the Plan Area**

Industrial development within the Area Plan originated with development of the Nevada County Air Park. Initially developed in the 1930's, the airport was a privately owned airfield constructed for the mining industry (see Airport Chapter 6). The 1960 subdivision map creating the Loma Rica Industrial Park envisioned an integrated industrial and airpark complex, creating

roads with 80-foot rights of way for use as taxiways. Opportunities for constructing off-site taxiways were, however, reduced as a result of piecemeal airport improvements, the development of individual lots and roads within the industrial park, and the development of the Wawona Madrono residential subdivision to the east.

The Loma Rica Industrial Park subdivision map recorded in 1960, creating 24 lots on 151.56 acres. While the area was zoned for industrial use in 1965, significant industrial development did not commence until the Nevada Irrigation District constructed the Loma Rica Treatment Plant in the northeast corner of the Area Plan, extending public water service to the area in the late 1970's.

The English Mountain Park industrial subdivision, located in the southeast corner of the Plan area, was recorded in 1999, creating 13 lots with access from Loma Rica Drive, and 2 lots from Nevada City Avenue and/or Charles Drive in Phase I. Phase II of the map recorded in 2006, creating an additional four lots, to be served by Charles Drive.

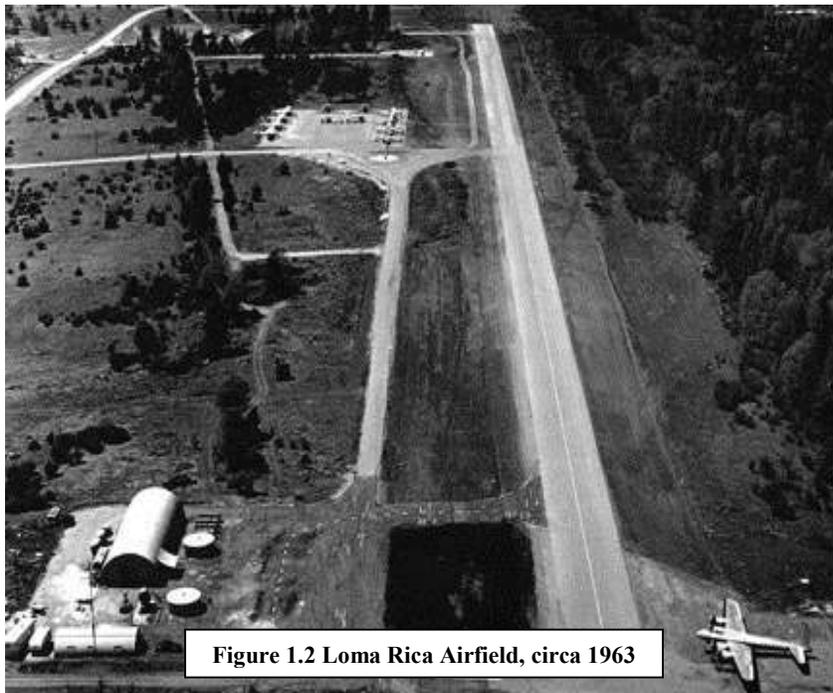


Figure 1.2 Loma Rica Airfield, circa 1963

# **Chapter II: Land Use and Development**

## **A. Purpose**

This Chapter of the Area Plan identifies the intensity and density of land uses permitted within the Area Plan, addressing allowable land uses, the permit process, design review and identified constraints for new development and re-development. The Land Use & Development Chapter of this Area Plan is based upon the overall and specific Goals of this Area Plan, providing specific goals and policies that relate to land use.

## **B. Zoning and the General Plan**

All lands within the Area Plan are located within the unincorporated portion of Nevada County where land use is governed by the Nevada County General Plan and Zoning Regulations. While not contiguous to the City of Grass Valley, the entire Plan area is mapped within the Grass Valley Sphere of Influence, further discussed later in this Chapter. The County General Plan land use map designates the entire Area Plan within a Community Region, where greater densities of development are encouraged and where necessary infrastructure exists or is planned. Within the Area Plan, three separate General Plan designations are mapped with coinciding zoning as shown in Table 2.1 and graphically displayed in Figure 2.1.

The Industrial designation is intended to provide areas for both clean and traditional industry, (i.e., manufacturing, repair services, warehousing, outdoor uses that include contractor or corporation yards, storage facilities, bulk fuel distribution, and recycling facilities). The Industrial designation differs from the County’s Business Park designation, which provides solely for clean, indoor light manufacturing

**TABLE 2.1  
GENERAL PLAN AND ZONING**

<i>General Plan</i>	<i>Zoning</i>	<i>Acreage</i>
Industrial (IND)	M1	253.01
	M1-SP (one parcel)	5.61
	M1-PD (Condominium units)	6.31
Public (PUB)	Public (NID & Nevada County)	148.18
Special Development Area (SDA)	Interim Development Reserve (Loma Rica Ranch)	60.71
<b>Total Acres</b>		<b>473.82</b>

and processing in a comprehensively planned setting that includes a high level of on-site employee amenities. Industrial lands within the Loma Rica Drive area are designated by the more inclusive Industrial designation, allowing for industrial development within both enclosed structures and outdoors.

The Public zoning district provides areas for occupancy by Federal, State and local government agencies, or by a private entity under contract, agreement or franchise with a governmental agency, if the use is a service or function typically provided by the government agency. Thirteen parcels within the Area Plan are zoned Public, with ownership held by the County of Nevada, the U.S. Forest Service, and the Nevada Irrigation District. Of those thirteen parcels, only those lands held by the County have the potential for additional development.

The Interim Development Reserve (IDR) zoning district is a temporary zoning applied to large landholdings, reserving the development potential of property until a Specific Plan is approved in compliance with General Plan policy and the California Government Code. Adjacent to the Loma Rica Industrial Park is an approximate 60 acres of the 452-acre historic Loma Rica Ranch. With 2,400± feet of lineal frontage on Loma Rica Drive, Loma Rica Ranch lands are currently zoned IDR, identifying the potential for future industrial, residential or recreational land uses with access from Loma Rica Drive. No industrial use is currently established on the site.

In 2007, the County considered a proposal to amend the General Plan and zoning for the 45-acres of industrial land adjacent to the northern airport boundary, to change the industrial designation to residential. The County determined that, to preserve opportunities for industrial development, and to protect the airport, the elimination of the industrial designation, without an adequate evaluation of industrial development feasibility, would be premature.<sup>2</sup>

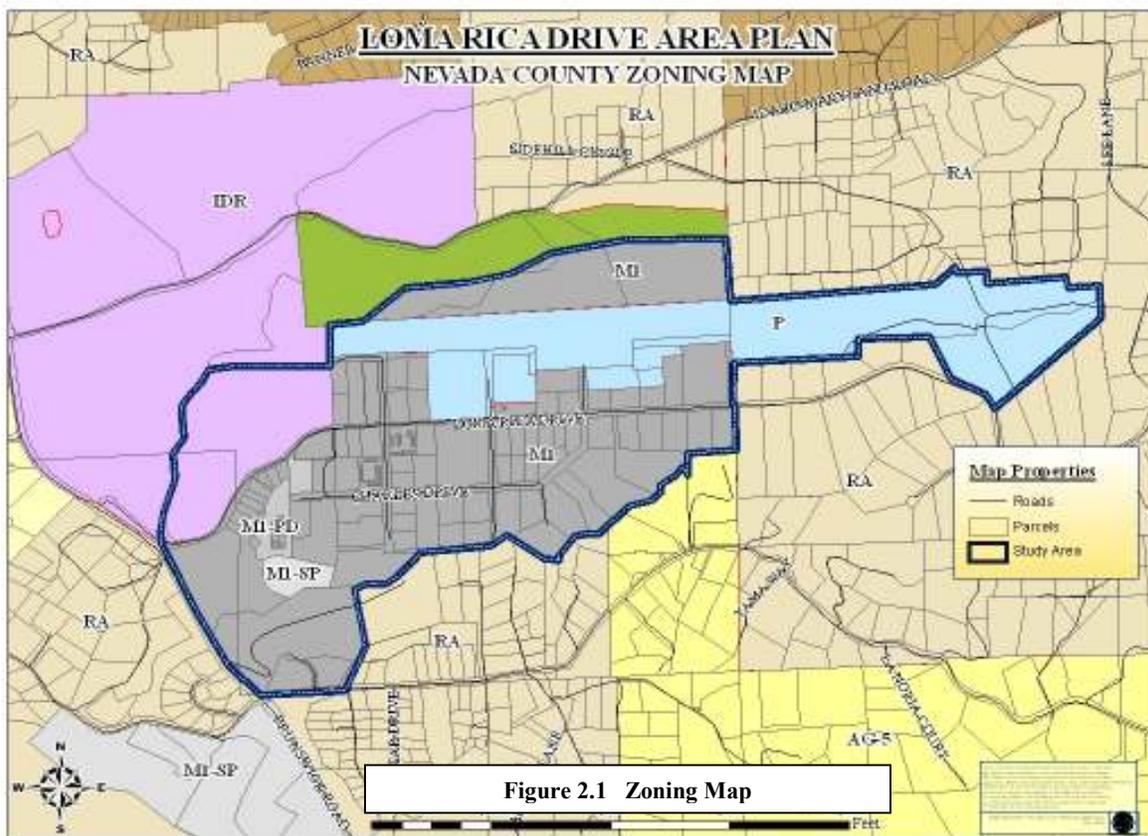


Figure 2.1 Zoning Map

**C. Mixed Use**

The Nevada County General Plan defines Mixed Use as “properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A ‘single site’ may include contiguous properties.” County Zoning

Regulations specify the allowable and conditional uses that may be established within each zoning district, placing limitations on the types of mixed-use that may occur in various zoning districts. Retail and office uses may be established in the “M1” zoning district only in conjunction with an established industrial use. Employee-related uses, including restaurants and fitness centers, are limited to a maximum 10% of the gross floor area of the established industrial use on a single site. Provisions for independent commercial services within the Industrial zoning districts, including employee-related services, i.e., food sales, would require an amendment to Zoning Regulations and a determination of General Plan consistency.

Residential use is allowed within the “M1” district as part of a mixed-use development, subject to obtaining a use permit; however, within an industrial park, potential health and safety risk conflicts occur between residential and industrial uses where there may be large-scale storage and/or handling of hazardous materials. Additional residential restrictions occur for those industrial lots that are mapped within airport safety zones extending beyond the east and west ends of the airport runway and noise zones paralleling the runway. Appendix B of this Plan identifies those uses, including residential uses that are deemed incompatible within airport safety zones. Opportunity for residential development within the Area Plan is more likely to occur where potentially hazardous material use is specifically restricted, on those undeveloped industrial sites that are not contiguous to the Loma Rica and English Mountain industrial parks.

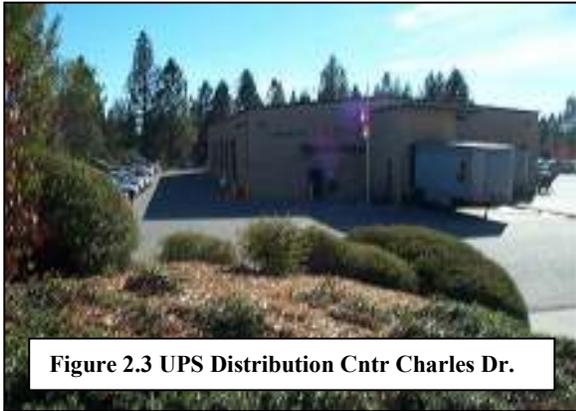
#### **D. Existing Development**

The Area Plan is comprised of a total 474 acres, encompassing 180 parcels which includes 93 individual lots and three condominium lots that support a total 81 condominium units. Two industrial subdivisions encompass the majority of parcels; resulting in nineteen parcels mapped outside the two-recorded industrial parks; and the Nevada County Air Park is comprised of 123 acres. An approximate 70% of all developed parcels within the study area are occupied by industrial or public uses, and 10 parcels developed with legal non-conforming residential uses.

To gather information on business and infrastructure needs within the Plan area, the Sierra Economic Development District (SEDD) and the Nevada County Economic Resource Council (NCERC), in 2005, surveyed 800 full or part-time employees from 51 of the total 99 private businesses within the industrial area.<sup>1</sup> Surveyed jobs in the light industrial, high-tech and service industries, did not include local, State or Federal government employees. Subsequent to the completion of the SEDD survey, the NCERC, in October 2007, estimated the total number of jobs within all 99 businesses, plus County (but not Federal or State) employees, to be 1,550 in 2005. Projecting for growth for a 5-year ensuing period (2005-2010), the NCERC estimates the working population in the industrial area is approaching 2,000 jobs.<sup>3</sup>



**Figure 2.2 Warehouse Deli on Loma Rica Dr**



The SEDD Study found businesses in the Loma Rica Drive industrial area to be thriving and identified the area as an important employment center. The primary strengths identified for the industrial area include: the convenience of living and working in the same area, the smallness of the community, the quality of life in Nevada County, the support of local business networks, lower rents, broadband access, and the benefit of the area as primarily industrial, effectively reducing conflicts with residential or commercial activities.



While business management issues were identified as potential concerns for the long-term stability of the area, the primary weaknesses identified within the industrial area are related to infrastructure issues, including the lack of sewer facilities, a single access road to serve the area which is impacted by traffic congestion and winter road conditions, and no established mechanism to provide for road maintenance.

## **E. Development Opportunity**

The Loma Rica industrial area is a primary employment center, providing more than twenty percent of all western County manufacturing jobs.<sup>1</sup> The SEDD Study determined the highest and best use for land within the Loma Rica area to be manufacturing and/or flex building space that allows light industrial activity. Citing the limited availability of industrial land in western Nevada County, and recognizing that many of the vacant lands within the industrial area are constrained by topography, the Study determined “it is essential to preserve land that is currently industrial as the best use for that land. Any development infringing on industrial use, such as retail and residential, could cause loss not only of future business expansion but could lead to businesses leaving the community seeking room to grow.”

Additional information provided by the SEDD Study includes a list of targeted industries suited to the project area, a list of potential funding opportunities and training resources to assist industrial businesses. The Study also evaluated economic incentives for the industrial area, including opportunities for the formation of a Redevelopment Agency under the California law. A *Western Nevada County Economic Development Strategy*<sup>4</sup> prepared for and accepted by the County in 2007 identifies manufacturing as a key industry within the County, and a key component of western Nevada County’s economy. This Study recommends the County focus its development strategy on stabilizing manufacturing employment by encouraging existing businesses to remain in the County and to expand their businesses. This Study also reports that a

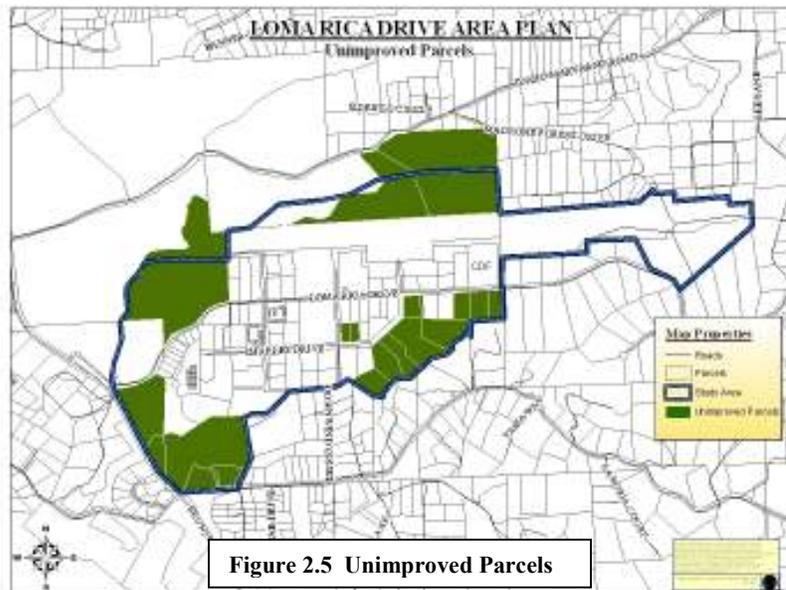
decline in manufacturing is unlikely to reverse due to globalization and the continued investment in labor technologies. Specific to the Loma Rica Drive area, this Study identifies the undeveloped lands within the industrial parks and at the airport as development opportunities for added industrial employment but advises that infrastructure development for undeveloped sites southwest of the industrial parks, and north of the airport, could be difficult to develop due to cost constraints.

County Geographical Information Systems (GIS) data reflects a total of 710 acres of unimproved M1-zoned land within the unincorporated area of western Nevada County, of which nearly 500 acres is located within the County. GIS data reflects a total 710 acres of unimproved M1-zoned land within the unincorporated area of western Nevada County, of which nearly 500 acres is located within the Sphere of Influence of the City of Grass Valley. Unimproved parcels within the Area Plan total an approximate 162 acres, or 34% of land within the Area Plan, as shown in Table 2.2. The location of unimproved parcels is shown in Figure 2.5.

Opportunities for expansion of industrial zoning beyond Area Plan boundaries are limited by topography, lack of access to arterial or major collector roads, and by residential development on all sides, except for those Loma Rica Ranch lands bordering the Area Plan. The County and Grass Valley General Plans both provide for Business Park development on the Loma Rica Ranch, requiring preparation of a Specific Plan to comprehensively plan the 452 acres. Located contiguous to the City boundary, the Loma Rica Ranch has submitted a Specific Plan and annexation request to the City of Grass Valley, depicting a mix of land uses, including light industrial uses. If the Loma Rica Ranch does not develop within the City, there could be opportunity to expand County “M1” zoning to that site.

**TABLE 2.2**  
**LOMA RICA AREA PLAN UNIMPROVED PARCELS**

<i>Location</i>	<i># of parcels</i>	<i>Acreage</i>	<i>Zoning</i>
Grass Valley Ave	1	1.26	M1
Charles Dr.	3	4	M1
English Mtn Park	9	18.24	M1
Greenhorn Rd.	3	29.57	M1
Loma Rica Dr/Brunswick Rd.	3	17.27	M1
North of Airport	2	45	M1
Loma Rica Ranch	1	47.32	IDR
<b>Total</b>	<b>21</b>	<b>162.66</b>	<b>n/a</b>



**Figure 2.5 Unimproved Parcels**

Nine lots on 4.5 acres, zoned “M1” but developed with single-family residences, fronting on the south side of Loma Rica Drive, at the entry to the developed industrial area. Recognized as legal, non-conforming uses, residential uses may continue, subject to restrictions on expansion and improvements.<sup>6</sup> Industrial development of those lots is constrained by lot size and width, by moderate topography and a drainage swale at the rear of the lots. The most easterly lot could accommodate small-scale industrial development and parking; however, the westerly lots would likely require boundary line adjustments to accommodate required improvements.

## **F. Development Process**

The Nevada County Land Use and Development Code (Chapter II, Zoning Regulations) establishes the allowable uses allowed within each zoning district, the type of permit required for each project, and the level of review (administrative or discretionary). Generally, any new development, any expansion of development, or a change in land use, may require a land use permit.

All proposed land uses and development projects must comply with one of the following review processes and/or one of the following permits:

- Zoning Compliance must be determined prior to the issuance of any building permit in the Industrial zoning district, requiring a determination of whether a land use permit is required.
- An Administrative Development Permit may be required for minor additions or changes in land use, requiring staff and agency review without a public hearing.
- A Development Permit is required for medium density uses and smaller developments, for those uses generally recognized as consistent with the purposes of the zoning district, ensuring compliance with site development standards and requiring review at a public hearing.
- A Use Permit is required for those uses that might be compatible with the zoning district but, under some circumstances, may have a detrimental effect on surrounding properties. The use permit process allows conditions to be placed on an approval that will protect the environment or the neighborhood.

Unless otherwise required by Zoning Regulations, the County Planning Commission reviews projects proposing 10,000 square feet or more of building or use area, and the Zoning Administrator reviews applications for smaller discretionary projects. Both types of permits require a public hearing and 60-90 days for review, depending on whether the project requires environmental review.

## **G. Building Permits**

The Uniform Building Code requires a permit be obtained for any construction, enlargement, improvement or demolished buildings, structures or building service equipment, and conversion

or changes in occupancy type. Permit review provides for a compliance review for building, land use, sewage disposal and hazardous material codes and regulations.

A number of developments within the Area Plan consist of individual units that are leased to tenants. Land use permit review for industrial buildings for which a specific tenant or use has not been identified, will be subject to the most restrictive standards for allowed uses, and will be conditioned to ensure compliance with all County codes when occupancies change.

## **H. Site Constraints**

Constraints identified within the Area Plan boundaries include:

- Airport safety constraints for all parcels, as identified in Chapter 6 of this Area Plan.
- Access is a key constraint to development of the 45-acres of industrial land north of the airport.<sup>2</sup> Safety restrictions mapped for the airport further limits use of the site to industry compatible with airport operations, and the proximity of the site to adjacent residential development poses additional compatibility constraints, e.g. noise.
- Sites within the English Mtn Park containing oak woodlands and landmark oak trees must be designed to retain and protect those oak resources, consistent with the mitigation measures adopted for the subdivision.<sup>5</sup>
- The 5.62-acre parcel identified as APN 06-620-19 is constrained by “M1-SP” zoning established in 1981, requiring infrastructure be in place prior to the issuance of any new building permits (referenced in Appendix E).
- Sites containing slopes in excess of 30% must be designed to minimize disturbance to those steep slopes, unless a Management Plan is approved, consistent with County Zoning Regulations.
- Sites abutting Nevada Irrigation District (NID) canals, the D-S Canal or the Rattlesnake Canal, which provide both domestic and irrigation water to downstream users, must maintain a separation from open irrigation canals in order to protect water quality. County Zoning Regulations require that development above a canal maintain a 100-foot non-disturbance area above the canal; a 20-foot non-disturbance area is required below the elevation of a canal. Development in the vicinity of an NID canal must also comply with District regulations establishing canal protection measures, which may include the granting of easements, encasement of canals in certain circumstances, and which allow no increase in surface runoff or deterioration of water quality from pre-development levels into canals. Any new construction, bridges, roadways, fences, pipelines or culverts that involve NID facilities require prior approval and an encroachment permit from NID.
- Sites that have the potential to impact major drainage facilities must be designed to minimize the discharge of pollutants or sediment into the drainages.

- Those parcels in the southwest quarter of the Area Plan that are mapped within an “MRZ-2” Mineral classification may contain potential hazardous waste from previous mining activity (see Safety Chapter 5, Mine Waste discussion). Preparation of a Geologic Report may be necessary for proposed development in that area.
- Sites adjacent to lands designated for residential land use must be designed to minimize impacts resulting from the proposed development, including potential noise, lighting, and odor impacts, air quality nuisances and visual impacts. Outdoor activities on sites abutting residential land uses may require restrictions on hours of operation, outdoor activities and/or visual buffering.

## **I. Site Development Standards**

County Zoning Regulations establish site development standards for properties within the Industrial and Public zoning districts, including requirements for maximum lot coverage, building height, property line setbacks, parking, landscaping, signage, screening, and fencing.

Resource Standards within the Zoning Regulations address environmentally sensitive resources that may occur within the Area Plan, including steep slopes, watercourses and wetlands, landmark oaks, and sensitive species. Undeveloped lands may require special studies for sensitive biological resources and/or cultural resources, if a proposed site has not been previously disturbed. Special studies have been completed for the English Mountain Park.

## **J. Design Review**

To insure compatibility with surrounding development, County Zoning Regulations require that all projects undergo design review concurrently with project review. The adopted Western Nevada County Design Guidelines are used as a gauge for determining the compatibility of a project with its surrounding community. All development projects within the Area Plan are reviewed for compatibility with County-adopted design criteria and guidelines.

Recognizing the importance of the Loma Rica industrial area as a valuable employment center, and acknowledging the limited visibility of the project area, a key goal of this Area Plan is to identify appropriate design guidelines for development within the Area Plan. Design Goals and Guidelines, provided within Chapter 7 of this Plan; recognize that design elements incorporated into a project can make a significant difference in the viability of the business community. Area Plan Design Guidelines serve as an informational tool for property owners preparing development plans, and will provide direction for decision-makers during the review of development proposals, within the Loma Rica Drive industrial area.

Chapter 7 refines the Western Nevada County Design Guidelines as they pertain to the Area Plan, recognizing the need for appropriate and attractive design to unify the industrial community. The Design Guidelines contained in this Chapter address appropriate design for both new development and for remodels or re-use of existing sites.

## **K. City of Grass Valley Review**

The Area Plan is located within the Sphere of Influence of the City of Grass Valley and is mapped within the City's General Plan planning area for Manufacturing-Industrial use. County General Plan goals and policies encourage coordination of land use designations and planning within City Spheres of Influence. Prior to the processing of any discretionary permit application within a city sphere, the County must first request whether the city desires to annex the subject property. If the city or town does not request annexation and the County processes the project, the County will refer the project to the city for review and comment. Pursuant to a 2004 Memorandum of Understanding, the County and the City of Grass Valley coordinate planning and project review within the City's Sphere of Influence. While the County retains land use jurisdiction for all projects within the sphere of influence, all discretionary projects within the Loma Rica industrial area are referred to the City for review and comment, to ensure compatibility with City codes and policies. The City staff, Development Review Committee or City Council will review a project within the City's Sphere of Influence and will forward any comments or recommendations to the County.

## **L. Summary of Land Use Issues**

Consistent with General Plan policy, County Zoning Regulations establish the criteria for light industrial and public uses that are allowed within the Area Plan. Generally, commercial activity is discouraged in industrial areas in order to minimize incompatible traffic movements and to maximize the availability of land for industrial use. Lands designated for industrial use may not be occupied by retail or professional office use, including restaurants, banks, or similar commercial activities.

This Area Plan recognizes the importance of maintaining the Loma Rica Drive area as a center for traditional industry, protecting existing industrial activity from conversion to other uses. This Plan also recognizes that the physical separation of this industrial area from areas of commercial activity creates a need for employee services within the area. Recommended Area Plan policies identify the need to examine opportunities to provide limited commercial services for this large employment center.

See Chapter 7 for: Land Use Goals 2.1, 2.2, 2.3 & 2.4, and Policies 2.1, 2.2, 2.3, 2.4, 2.5 & 2.6.

# **Chapter III: Infrastructure**

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## **A. Purpose**

This Chapter addresses provisions for adequate infrastructure to serve development within the Area Plan. The Nevada County General Plan identifies the need for higher levels of public service and provision of public facilities within Community Regions, where the capacity of public facilities is planned to serve higher levels of development. Industrial development requires infrastructure capable of efficient wastewater disposal, water delivery, hazardous materials storage and disposal, communications, and utilities. Infrastructure constraints were identified by business owners within the Area Plan as a primary concern for business growth and development.<sup>1</sup>

Each of the following sections within this Chapter provides an identification of existing service and where applicable, establishes goals, policies, and implementation measures:

- Sewage Disposal.
- Water Supply.
- Drainage Facilities.

## **B. Sewage Disposal/Wastewater**

Sewage effluent/wastewater disposal is provided within western Nevada County by the following methods:

- Public sewer, provided by the incorporated cities of Grass Valley and Nevada City.
- Community wastewater collection and disposal systems owned, operated and maintained by the Nevada County Sanitation District, for lands that are within the boundaries of the District.
- Centralized sewage disposal systems that serve two or more parcels or buildings, which are commonly owned, operated and maintained. Centralized systems utilize septic tanks and a common leach field, requiring maintenance and operation by a public entity.
- On-site septic systems constructed, owned and maintained by individual property owners, pursuant to County sewage disposal regulations.<sup>7</sup>

The Loma Rica Industrial area is located within the unincorporated area of western Nevada County, outside the boundaries of the City of Grass Valley, and outside the boundaries of the Nevada County Sanitation District. Subsequently, no public sewage disposal services are currently available for properties within the Area Plan. Existing development is served

predominantly by individual septic systems, which provide for the disposal and treatment of employee waste but do not accommodate industrial waste. County regulations require shared systems to serve multiple structures or users on a single site. A number of centralized, or shared, septic systems have been permitted and constructed within the Area Plan. Many existing systems have components that could be converted to a public sewer system by using Septic Tank Effluent Pumping (STEP) system standards (STEP systems utilize septic tanks at each business for sewage collection, allowing solids to sink to the bottom of the tank for removal at a later date; liquids are pumped through pressurized collector pipe systems to a central location and subsequently to publicly owned gravity pipe systems).<sup>8</sup>

The lack of public sewer is a recognized infrastructure constraint to expansion of existing industrial business, and to new development, for the following reasons:

- Development projects served by septic systems require reverse engineering for each project, meaning that septic system capacity needs must be determined before development potential can be planned.
- The requirement for septic systems on individual lots limits the amount of buildable land area and the number of employees that can be accommodated on site at any given time.
- No industrial waste may be disposed of into a septic system. Industrial waste must be handled, treated and disposed of offsite pursuant to the California Code of Regulations Title 22, Division 4.5.<sup>9</sup>

Septic system suitability must be determined prior to any new or expanded development, requiring a site evaluation for soil capability. Soil testing results and identification of potential uses will determine the type of system required. The soils within the Area Plan are generally deep but with moderately slow permeability (Aiken loam 15-30%).<sup>10</sup> Soil depth is beneficial for relatively small lots, but compaction created by paved surfacing over the systems reduces the life span of septic systems, resulting in potential deterioration over a 20-30 year span. Older development within the Area Plan, constructed prior to 1978, may experience deterioration of the system, requiring repair or replacement systems. Where there are special circumstances applicable to a specific parcel, a variance may be granted by the Director of Environmental Health to allow reductions to County sewage disposal system regulations.<sup>7</sup>

The Nevada County Sanitation District does not anticipate or currently plan to provide community wastewater service to the Plan area<sup>11</sup>, which is identified for annexation to the City of Grass Valley, and connection to the Grass Valley sewer system, in a 2011 to 2015 time frame.

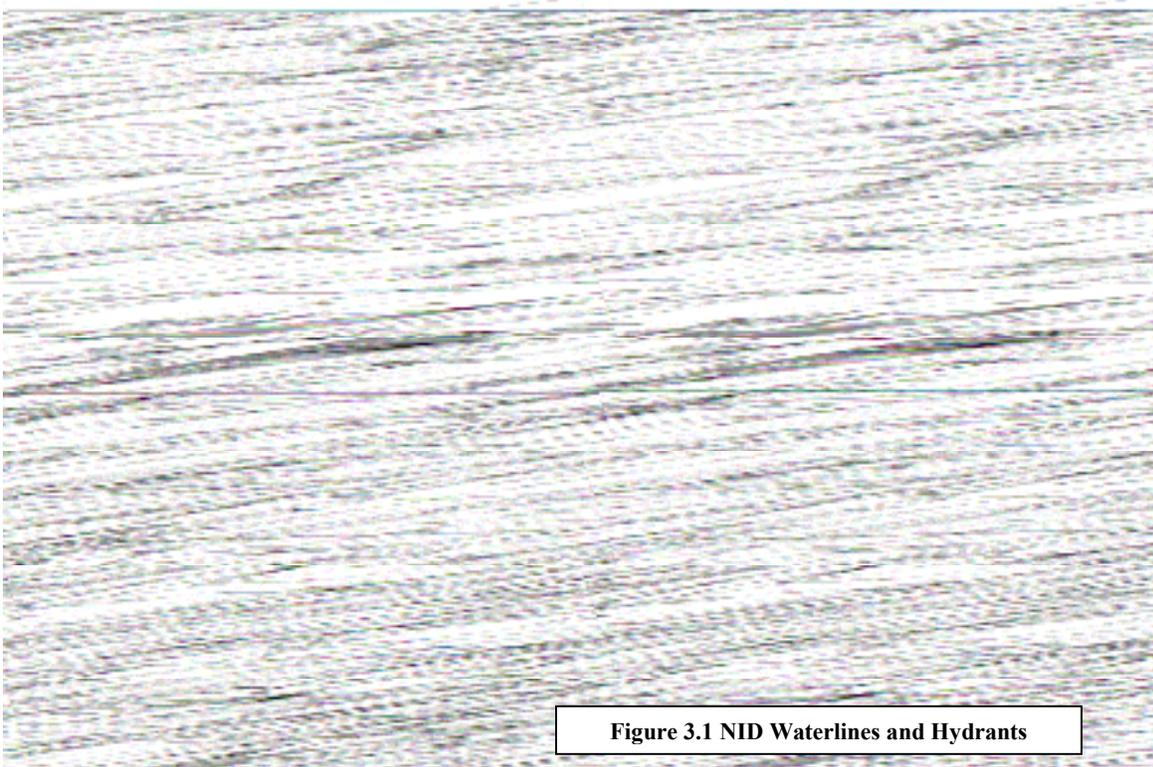
The City of Grass Valley provides sewer service primarily to lands within the incorporated City limits and to lands adjacent to the City and pending annexation. The Area Plan is mapped within the Grass Valley Sphere of Influence and is identified for future annexation. The Loma Rica industrial area is not now contiguous to the Grass Valley City boundary. Current City policy precludes the extension of sewer service to lands located outside City boundaries prior to annexation.<sup>12</sup> The annexation of intervening lands does, however, offer opportunity for discussion with the City for sewer service extension.<sup>13</sup> Public sewer service would allow some

increased lot coverage, potential expansion of existing businesses, and an increase in the types of industry that could locate within the Area Plan. Expanded industrial waste handling and limited industrial waste disposal could occur if sewer were to become available to Area Plan businesses; however, the discharge of industrial waste into a public sewer is subject to the limitations of the City's Waste Discharge permit criteria, which is regulated by the State of California.

### **C. Water Supply**

The Nevada Irrigation District (NID) is the only special district water purveyor serving western Nevada County, providing treated water to the Loma Rica Drive industrial area. The Area Plan is mapped within the Loma Rica Service Area and is served from the District's Loma Rica Water Treatment Plant, which is located within the Plan boundaries.

Mainline water service is provided along Loma Rica Drive, Charles Drive, Grass Valley Avenue and the most southerly leg of Nevada City Avenue south of Charles Drive, as shown in Figure 3.1. Currently undeveloped sites, including lands in the southwest corner of the Area Plan, in English Mountain Park and Loma Rica Ranch, will require mainline extensions to serve new development. Mainline extensions must be constructed in compliance with the terms and conditions of Section 10 of Nevada Irrigation District regulations. The cost of required improvements necessary to provide treated water service to the site, including off-site and on-site improvements, is the sole responsibility of the property owner/developer.



\*This map is excerpted from the NID's Nevada County Treated Water Operations Maps 2006 and is intended for informational purposes only. The location of pipes and facilities shown are approximate.

## 1. Fireflow

Those areas of the Plan that are located east and upgrade from John Bauer Avenue are currently undersized and may require the installation of fire pumps in order to provide adequate pressure to buildings requiring sprinkler systems.<sup>14</sup> A 2007 update to the Loma Rica Master Plan identifies the need for waterline improvements on Loma Rica Drive, including increased transmission pipelines from the treatment plant to Loma Rica Drive, but does not propose water pressure improvements.

## D. Drainage

The Area Plan is situated along and south of an east-west running ridgeline. The highest elevation point is 3,190 feet above mean sea level (msl) located near the northwest corner of the airport. Within the developed industrial park, the highest elevation point occurs just east of the John Bauer Avenue intersection with Loma Rica Drive, with topography dropping away from the ridgeline to the southeast and southwest. Drainage within the Plan area flows towards the Rattlesnake Ditch along the southerly boundary of the Area Plan.

In 1981, Nevada City Engineering prepared a Master Drainage Plan for the Loma Rica Industrial Park commissioned by the Industrial Park Property Owners Association. The Master Drainage Plan identified drainage patterns and improvements needed to accommodate flows for those lots within the industrial park, south of Loma Rica Drive. While the County never formally adopted the Nevada City Engineering Master Drainage Plan, the improvements reflected in the Plan were designed to meet County Department of Public Works design criteria and was recognized by the County as a guideline for drainage improvements for development projects in the 1980's and 1990's. The 1995 Nevada County General Plan adopted a number of policies relating to stormwater runoff and erosion control that requires new development to mitigate their impacts on downstream surface waters and to design drainage improvements so as to minimize the discharge of pollutants into surface water drainage courses. Drainage studies must be submitted to demonstrate no net increase in peak discharge, storm drainage facilities must provide for storage and/or attenuation during the full range of storm events (up to the regulatory, or 100-year, storm event) in order to be effective. Property owners are responsible for maintenance of on-site drainage facilities. General Plan policies are implemented by a number of County ordinances, including:

- Chapter L-V of the Nevada County Land Use and Development Code which establishes administrative procedures, minimum standards of review, and implementation and enforcement procedures for controlling erosion, sedimentation, and other pollutant runoff from new development projects. The ordinance also addresses grading, filling, land excavation, construction activities and drainage as they relate to a particular project. The grading ordinance generally applies to any development project resulting in the excavation of 250 cubic yards of soil or more (see Chapter L-V 3.29 for detail) and ensures compliance with the State National Pollutant Discharge Elimination System (NPDES) Permit, which is issued by the California Regional Water Quality Control Board (CRWQCB).

- Chapter L-XVII of the County Land Use Code (County Road Standards) establishes improvement standards that are applied to the design of development projects, streets, and utilities, providing requirements for the design of storm drainage facilities and other related improvements.
- Section L-II 4.3.10 of the Nevada County Zoning Ordinance prohibits any project that may result in flood damage to downstream land uses requiring, where determined necessary, retention/detention facilities that are designed to protect downstream users and to ensure that the water surface returns to its base elevation within 24 hours after the storm event.
- All new development projects requiring soil disturbance are required to submit a detailed grading and drainage plan prepared by a registered civil engineer and reviewed and approved by the Nevada County Building Department and, where related to road improvements, the Department of Public Works, prior to the issuance of any grading permits or construction activity.

#### **E. Summary of Infrastructure Issues**

The Plan area is located within the unincorporated area of the County, where public services are provided by a number of independent agencies, including water service provided by the NID, and fire protection and rescue services provided by the Nevada County Consolidated Fire Protection District.

The County General Plan maps the Loma Rica Drive industrial area within a Community Region recognizing the need for access to public services for industrial land use. The General Plan recognizes the need for coordination between service providers to establish policies that encourage cooperation, while allowing development with levels of service commensurate with development type.<sup>15</sup> Identified service needs for the industrial area are dependant on independent agencies.

Recommended policies for new development and for reuse of existing development within the Area Plan expand upon existing General Plan goals and policies.<sup>15</sup>

#### **F. Infrastructure Master Plan**

During the late stages of the preparation of the Loma Rica Area Plan, a technical assistance grant was awarded to the County from the State Department of Housing and Community Development. The grant utilizes Community Development Block Grant (CDBG) funds and is intended for the preparation of a *Loma Rica Preliminary Infrastructure Master Plan (LRPIMP)*. The LRPIMP will address drainage, traffic flow, secondary access, road right of way, parking, water fire flow, annexation by the City of Grass Valley, the City of Grass Valley Sphere of Influence, infrastructure development for business growth, sewer/septic status and potential for expansion, and utility availability.

While these issues have been identified in this Area Plan, a technical review of infrastructure issues is not incorporated into the Plan. Upon receipt and review of the LRPIMP anticipated in late Fall 2008, amendments to the Area Plan may be necessary to address specific issues.

See Chapter 7 for: Infrastructure Goals 3.1 & 3.2 and Policies 3.1 & 3.2.

# Chapter IV: Transportation and Circulation

## A. Purpose

This Chapter is intended to serve the following five purposes: 1) establish goals and policies to guide the development of the transportation system; 2) describe existing transportation conditions and circulation features within the Area Plan; 3) describe future transportation conditions resulting from development of the Plan area in accordance with proposed land uses; 4) identify improvements to and development of the transportation system to insure the provision of a safe, efficient and multi-modal transportation system consistent with the established goals and policies; and 5) to identify a method for financing identified transportation needs in the Plan area.

## B. Existing Transportation System

The transportation system that presently serves the Loma Rica Industrial Park and surrounding industrial properties includes a network of public and private streets. All development within the Loma Rica Drive industrial area is served by a primary access road, Loma Rica Drive, accessed from Brunswick Road.

Brunswick Road is a County-maintained Minor Arterial roadway providing a north-south corridor that connects State Highway 174 to State Highway 20/49 in the Glenbrook Basin. Highway 174 connects the urban areas of Grass Valley and Nevada City to the Interstate 80 corridor, providing a logical route for semi-regional traffic to the Plan area. In the vicinity of Loma Rica Drive, Brunswick Road is a two-lane roadway with a southbound climbing lane near its intersection with Loma Rica Drive.

Loma Rica Drive is a two-lane east-west Minor Collector Road serving the industrial area and a residential subdivision east of the industrial area. Loma Rica Drive intersects with Brunswick Road on a fairly steep hill (7-8% grade) in an east-west direction. Emergency Access is addressed Chapter 5: Safety. Access roads serving the Area Plan, shown in Figure 4.2, include:

- Loma Rica Drive, the primary access to the majority of lands within the Area Plan;

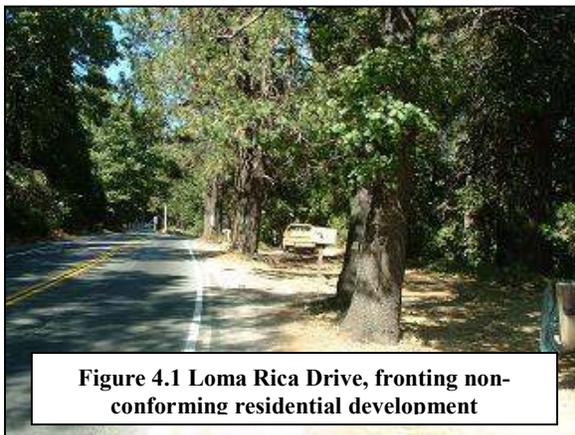


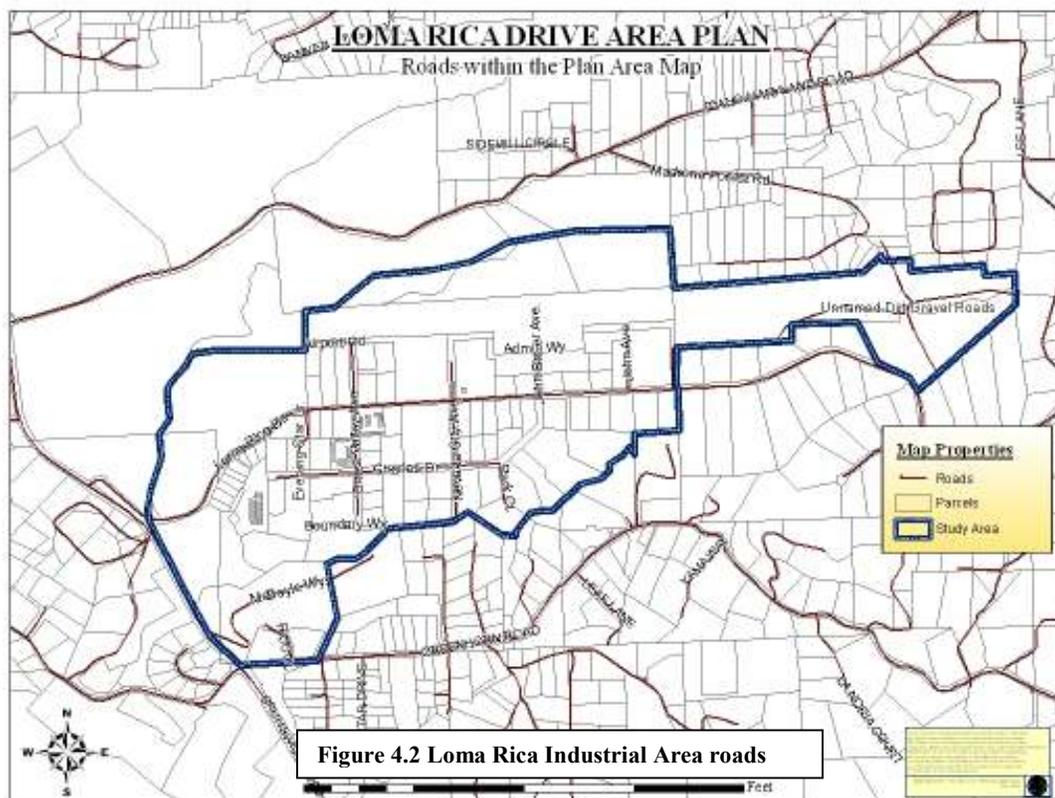
Figure 4.1 Loma Rica Drive, fronting non-conforming residential development

- Grass Valley Avenue, Nevada City Avenue, Charles Drive, and Boundary Way are accessed from Loma Rica Drive and serve a number of industrial sites with no public or private entity providing regular maintenance;
- Greenhorn Road will likely provide primary access to three parcels in the southwest corner of the Area Plan.

Existing roadways are described within the context of their functional classification hierarchy, in Table 4.1 and show graphically in Figure.4.2 below.

**TABLE 4.1  
LOMA RICA DRIVE INDUSTRIAL AREA ROADS**

<i>Road Name</i>	<i>Maintenance</i>	<i>R-O-W</i>	<i>Class/Surfacing</i>	<i>Notes</i>
Brunswick Rd.	County	60-80'	2-lane Minor Arterial, paved	Primary access to Plan area
Loma Rica Dr.	County	80'	2-lane Minor Collector; paved	Primary access through Plan area
John Bauer Ave.	County	80'	Mixed	Airport access
Airport Rd.	County	60'	Paved	Airport use
Administration Wy.	County	40'	Paved	Airport use
John Ave.	County	40'	2-lane paved	Airport - Lots 1 & 2
Grass Valley Ave.	Private	80'	2-lane paved	Loma Rica Industrial Park
Nevada City Ave.	Private	80'	Paved/deteriorated paving.	Loma Rica Industrial Park /English Mtn. Industrial Park; gated at south boundary
Charles Dr.	Private	80'	Paved	Loma Rica Industrial Park
Boundary Wy.	Private	40'	Gravel	Loma Rica Ind Pk; gated at SW boundary
Evening Star Dr.	Private	40'	Paved	Not constructed thru to Charles Dr.
Park Ct.	Private	60'	Not Constructed	English Mtn Park Phase II; Offer of Dedication
Greenhorn Road	County	60'	Paved	Serves southerly Plan area
MacBoyle Way.	Private		Driveway	Serves one parcel, per Doc. 86-4004



**Figure 4.2 Loma Rica Industrial Area roads**

### C. Circulation/Road Issues

The Sierra Economic Development District Study<sup>1</sup> and the Area Plan Citizens Advisory Committee identified the two following circulation issues within the Plan area:

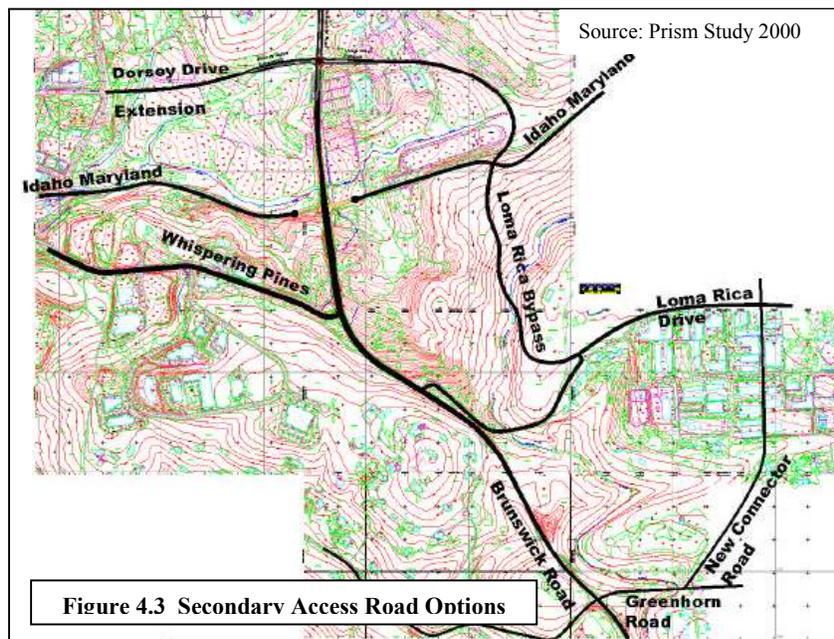
- Traffic congestion due to single-access road in and out of the Area Plan, especially during severe weather conditions; and
- Road maintenance/snow removal for the non-County-maintained roads.

### D. Circulation

#### 1. Brunswick Road Corridor Study<sup>16</sup>

As part of the 2000/2001 overall Work Program, the Nevada County Transportation Commission developed a Brunswick Corridor Study to identify future traffic improvements needed to mitigate future traffic impacts to a Level of Service D or better condition for the Year 2020 scenario. The Study identified potential improvements to address future traffic increases and safety hazards on Brunswick Road, in the Plan vicinity (see Figure 4.3).

A new one-mile long, Loma Rica Bypass road, connecting Loma Rica Drive to Idaho Maryland Road, was determined to significantly improve traffic access into and out of the Plan area and residential areas east of the Plan area, connecting to the proposed Dorsey Corridor and the state highway system.



The Study estimated that nearly all of the industrial traffic that would move north from Loma Rica Drive would utilize the new route. Improvements for the Loma Rica Bypass are dependant on State funding for construction of the Dorsey Drive interchange at State Highway 49/20, unless funding becomes available through a capital improvement program.

Pending the availability of State funding, two interim measures were recommended to improve circulation at the Brunswick Road/Loma Rica Drive intersection:

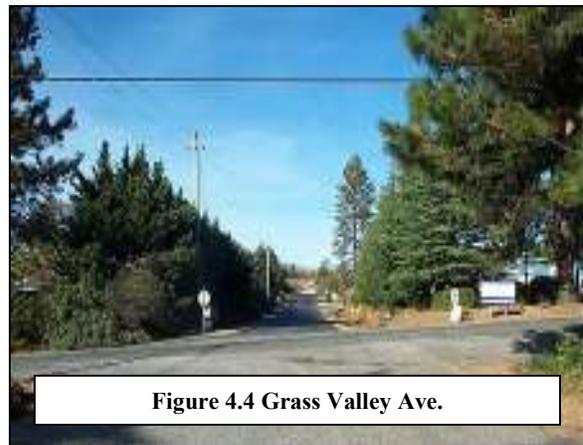
1. A “Greenhorn Bypass”, connecting Grass Valley Avenue to Greenhorn Road, would provide additional ingress and egress from the Plan area, requiring construction of a 1,700-foot long connector road and signalization at the Brunswick/Greenhorn Road intersection.

2. The second alternative would involve the realignment of Loma Rica Drive so that it intersects Brunswick Road opposite Brunswick Pines Road. The project would involve reshaping the crest of the Brunswick grade to provide better visibility and signalization at the intersection. The Study left selection of the preferred alignment to further environmental analysis. In order to construct any of the alternatives, right of way would have to be acquired, environmental review conducted, and a funding source identified. The County has the opportunity to work with the City of Grass Valley and the Nevada County Transportation Commission in improving the Brunswick Road Corridor as part of other project mitigation measures.

## **E. Road Maintenance**

Loma Rica Drive, John Bauer Avenue and the on-site airport roads are the only publicly maintained roads within the Plan area. In 1975, the County of Nevada, by Resolution 75-135, accepted an Offer of Dedication for three primary roads within the Loma Rica Industrial Park: all of Charles Drive, Grass Valley Avenue from the south side of the Loma Rica Industrial Park subdivision to the south of Airport Road, and Nevada City Avenue from the south side of the Loma Rica Industrial Park subdivision to the south of Airport Road. The Resolution accepted the Offer Of Dedication for recording only and did not include acceptance for maintenance. At the time that the Offer was accepted, a Property Owners Association was responsible for road maintenance and improvements. The Association disbanded in the 1980's, leaving no entity responsible for road maintenance.<sup>17</sup> The SEDD Study identified deteriorating roads as a key weakness for business attraction to the industrial area.

The Nevada County Board of Supervisors can accept roads into the County-maintained mileage system by adopting a formal resolution upon the recommendation of the County Road Commissioner. Only those roads important for general circulation are possible candidates for acceptance. Accepted roads must meet current County road standards and have a revenue source sufficient to ensure adequate funding for routine road maintenance and long-term asphalt rehabilitation.



**Figure 4.4 Grass Valley Ave.**

Absent acceptance into the maintained mileage system, the following options provide potential sources of road maintenance funding:

### **1. Permanent Road Divisions (PRDs)**

Pursuant to Government Code Sections 1160-1197, the County may maintain roads that are within a Permanent Road Division (PRD), which are not within the County-maintained mileage system. PRD formation may be initiated by petition of landowners or by Resolution of the Board of Supervisors. A PRD is most appropriate for limited geographic areas. Formation of a PRD requires approval of a special tax (2/3 vote of registered voters) or parcel charge (majority vote of landowners casting ballots weighted according to benefits to parcels). These revenue

measures should contain cost-of-living escalators to ensure continuous adequate funding of routine maintenance and long-term asphalt rehabilitation.

## **2. County Service Areas (CSAs)**

Pursuant to Government Code Sections 25210.1-25210.90, County Service Areas are a “County-Dependant Special District” of the State of California, governed by the Board of Supervisors. A CSA is appropriate for larger geographic areas. Formation can occur only in conjunction with approval of a special tax or parcel charge and requires approval from the Local Area Formation Commission (LAFCo).

## **3. Community Service Districts (CSDs)**

Pursuant to Government Code Section 61100, Community Service Districts are independent special districts with their own locally elected governing board to ensure local control of decisions, budgeting, revenue and scope of service. CSDs often provide a number of other public services in addition to road maintenance. A CSD must follow state laws applicable to public work contracts, including formal bidding and payment of prevailing wages. Formation of a CSD can occur only in conjunction with approval of a special tax or parcel charge and requires LAFCo approval.

## **F. Development Projects**

All development projects proposed within the Area Plan must comply with Nevada County Road Standards and applicable General Plan Policies. Industrial development within the Plan area must have access from roads that are of a Commercial Standard, requiring two 12-foot wide paved traffic lanes. Each development project is required to mitigate its cumulative traffic impacts upon the regional countywide road system by the payment of a traffic impact mitigation fee. Impact fees within Zone 8, which serves the greater Grass Valley/Nevada City area, are assessed on a per-PM peak trip basis. Current fees are posted on the County website:

<https://docs.co.nevada.ca.us/dsweb/Get/Document-62676>

Consistent with the Memorandum of Understanding between the County and the City of Grass Valley (see Chapter 2 discussion), the County may require a traffic impact analysis report for projects that exceed 50 PM peak hours, consistent with adopted City policy for development projects.

## **G. Pedestrian Amenities**

Development within the Plan area is currently devoted to industrial use and the County airport. Employee amenities to serve the industrial parks are limited to one small restaurant on Loma Rica Drive. No sidewalks or bicycle facilities exist along the roads within the Plan area, which was primarily developed in the absence of County policy to provide for pedestrian improvements. The County-adopted Non-Motorized Transportation Master Plan maps a commuter facility along Loma Rica Drive that is intended to provide for a multipurpose alternative transportation route for commuters, i.e., a bicycle lane.

Future mixed-use development proposals that provide for increased pedestrian activity should anticipate the need for sidewalk construction. Upon annexation into the City of Grass Valley, a master plan for the area may require sidewalks consistent with City General Plan policy and street master plan design standards.

## **H. Transit**

Nevada County’s public transit system includes a fixed-route bus service provided by the Gold Country Stage transit service. Loma Rica Drive is on the public transit route with stops along the main road and the interior roads. The administrative offices for the Stage are located on County land adjacent to the airport on John Bauer Avenue.



## **I. Summary of Circulation Issues**

The two circulation issues addressed within this Plan, improved road access and road maintenance will require additional analyses and identification of funding sources. **This Area Plan does not identify a preferred alternative to achieve improved access, nor does it exclude consideration of improvements not previously identified. Identification of a preferred alignment will require additional analyses and is dependant on the acquisition of right of way and environmental review.** In order to accept the three commercial roads serving the Area Plan, into the County’s maintained mileage system, existing roads may require improvements to meet current County standards. Once completed, each of these two long-range projects will provide significant incentive for new investment and expanded development within the industrial area.

See Chapter 7 for: Transportation/Circulation Goals 4.1, 4.2 & 4.3, and Policies 4.1, 4.2 & 4.3

## **Chapter V: Safety**

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### **A. Purpose**

The purpose of this Chapter is to identify life safety services provided within the Area Plan and the potential natural hazards and safety constraints for development within the Plan area. Natural hazards include flood hazards, fire hazards, earthquakes and resulting dam failures, landslide activity, and naturally occurring asbestos. Human caused hazards include mine waste and the handling and transport of hazardous materials. Health and safety regulations applicable to new development or changes in occupancy of existing structures are addressed in Chapter 2 of this Plan. Safety restrictions applicable to development near the airport are addressed in Chapter 6 of this Plan.

### **B. Fire Protection Services**

The Nevada County Consolidated Fire Protection District (NCCFPD) provides fire and rescue services to the Area Plan. The NCCFPD is a full-service fire district providing fire/emergency medical response, fire inspection and prevention services, and limited hazardous materials response. The NCCFPD and the cities of Grass Valley and Nevada City have formed a Joint Operating Area allowing the closest resources to respond to the location of the emergency regardless of boundaries. The nearest fire station to the Plan area is the NCCFPD station on Banner Lava Cap Road, with access via Lee Lane to Loma Rica Drive. Cooperating fire agencies respond from a co-staffed station on Providence Mine Road in Nevada City, the City of Grass Valley Fire station on Sierra College Drive, and the Ophir Hill Fire District station in Cedar Ridge. During fire season, the California Department of Forestry and Fire Protection also provides wildland fire protection services from a station located in Nevada City.

All new development within Industrial and Public zoning districts require compliance with the Uniform Fire Code and the National Fire Protection Association (NFPA) standards, administered by the Fire District. Fireflow requirements for new development are determined by square footage and construction type. An automatic sprinkler system is required when more than 2,000 gpm of fireflow is required. Methods for reducing the amount of fireflow provided to a project include the installation of a sprinkler system, the use of fire-resistive construction, or the separation of fire areas by constructing strategically located separation walls. The installation of required fire hydrants is the responsibility of the developer. Low water pressure at sites located at the same elevation as the treatment plan, (i.e., uphill from John Bauer Avenue and within English Mountain Ranch), may require the installation of fire pumps for buildings requiring sprinklers.<sup>14</sup>

An emergency access route out of the industrial area is established at the easterly end of Loma Rica Drive, through the Wawona Madrono residential subdivision, connecting to Lee Lane and Idaho Maryland Drive. Portions of Lee Lane have been accepted by the County for emergency access use only. A second emergency access route has been deeded, but not constructed, through the English Mountain subdivision, which, when built, will connect to Liquidamber Road and Greenhorn Road.

## **C. Natural Hazards**

The Nevada County General Plan Safety Element recognizes that the natural and manmade environment within the County creates potential safety hazards that affect future development. In 2006, the County adopted a Multi-Jurisdictional, Multi-Hazard Mitigation Plan that incorporates hazard assessment and a mitigation plan in compliance with the requirements of Federal Disaster Mitigation Act of 2000. Approved by the Federal Emergency Management Agency (FEMA), the Plan establishes performance-based standards to assure pre- and post-disaster funding eligibility.

### **1. Wildland Fire Hazards**

Western Nevada County has a high potential for wildland fires of devastating intensity. The County General Plan Safety Element establishes the California Department of Forestry and Fire Protection (CalFire) Fire Hazard Severity Zone map as a means for identifying areas of significant fire hazard, based on fuels, terrain, weather, and other relevant factors. Areas of steep slopes and dense vegetative fuels border the north, east and southern boundaries of the Area Plan, which results in a “Very High” Fire Hazard Severity Map designation for the entire Plan area.<sup>18</sup>

### **2. Flood Hazards**

Flooding of lands adjacent to streams and rivers are caused by flows that exceed the capacity of the normal watercourse. Areas subject to overflow are referred to as the river or stream’s floodplain. Areas within Nevada County that are subject flood hazard are generally confined to areas adjacent to the County’s local rivers and streams and are not extensive. No perennial streams or watercourses are mapped within the Area Plan. The nearest perennial stream to the Plan area is Wolf Creek, which is located one-half mile north of the project’s most northerly boundary.

Nevada County participates in the National Flood Insurance Program administered by the FEMA. Areas susceptible to flooding in the County are identified by the FEMA Flood Insurance Study and Flood Insurance Rate Maps, which identify the entire Area Plan within Zone C, an area of minimal flood hazard not mapped with any 100-year or 500-year floodplain.<sup>19</sup> Appendix D of this Plan identifies flood map information specific to each individual parcel number.

### **3. Dam Inundation**

Dam failure is a form of flood hazard and can occur as a result of manmade or natural causes, including earthquakes. Scotts Flat Dam is an earthen dam located northeast of the Area Plan at an elevation of 3,085 feet. The dam has a storage capacity of 49,000-acre-feet and a 20 square mile drainage area. Scotts Flat Reservoir is fed and drained by Deer Creek and the inundation zone of the dam follows Deer Creek in a westerly direction. Dam failure and inundation is unlikely, given the low risk of earthquake in western Nevada County.<sup>20</sup> Inundation of the Plan area is unlikely due to its location south of the inundation zone and significant topographic features between Deer Creek and the airport.

#### **4. Earthquakes/Seismic Risk**

No active faults are mapped within western Nevada County, which is classified as a low risk area for substantial seismic activity. The metamorphic bedrock that is common to the County provides for a low level of earthquake-induced hazards. Relatively inactive prequaternary faults (those older than two million years) are mapped with 8-10 miles of the Plan area and run in a north-south direction. The nearest active faultline is the Cleveland Hill faultline, located near Oroville, California approximately 30 miles northwest of the Area Plan.<sup>21</sup>

All construction within Nevada County is subject to compliance with the most currently adopted Uniform Building Code, which incorporates seismic safety standards.

#### **5. Landslides**

Landslide activity is a function of slope, soil type and depth, soil moisture, bedrock and seismic activities. The Soil Survey of Nevada County identifies the project area as having an Aiken Series soil type, consisting of well-drained soils with a moderately slow permeability rate, a medium runoff, and slight to moderate erosion hazard, varying with slope. Bedrock is typically encountered at 4-5 feet in depth.<sup>10</sup>

Most of Nevada County is mapped as an area of low landslide activity because County soils are underlain with dense bedrock. The Nevada County Master Environmental Inventory does not map any historic landslide activity in or near the Plan area, however unstable slopes resulting from past grading or mining activity is a factor in evaluating potential hazard.<sup>22</sup>

#### **D. Other Hazards**

##### **1. Naturally Occurring Asbestos**

Portions of western Nevada County are underlain by ultramafic rock that contains naturally occurring asbestos. Exposure and disturbance of rock and soil that contains asbestos can result in the release of fibers to the air and consequent exposure to the public. Asbestos most commonly occurs in ultramafic rock that has undergone partial or complete alteration to serpentine rock.

The Northern Sierra Air Quality Management District (NSAQMD) implements and enforces Airborne Toxic Control Measure regulations for naturally occurring asbestos. The regulations establish prohibitions on the use of serpentine and asbestos containing aggregate for unpaved surfacing applications and regulates construction and grading activities located in areas with naturally occurring asbestos. If ultramafic rock/serpentine is found during construction or grading, the NSAQMD must be notified no later than the following business day and conditions specified in the applicable Airborne Toxic Control Measure must be followed. The likelihood of discovering asbestos-containing soils within the Plan area is considered very low.<sup>23</sup>

## 2. Structural Asbestos

Structures constructed or remodeled between 1930 and 1981 have the potential to include asbestos-containing building materials. These materials can include, but are not limited to: resilient floor coverings, drywall joint compounds, acoustic ceiling tiles, piping insulation, electrical insulation and fireproofing materials.<sup>24</sup>

## 3. Mine Hazard and Mine Waste

Several thousand abandoned mines and mining claims occur in California, including Nevada County. Many abandoned claims and mines could possess serious health, safety or environmental hazards. Physical safety hazards can include open shafts, adits (tunnels), and old explosives. Environmental hazards associated with mine sites consist primarily of hazardous minerals and chemicals, including mercury, arsenic, and acid mine drainage. Hazardous materials may include process wastes or may result from the disturbance of naturally occurring minerals that have concentrated to potentially hazardous levels.<sup>25</sup>

The southwest quarter of the Area Plan is mapped within an “MRZ-2” mineral classification zone, a State Division of Mines & Geology Mineral designation that identifies areas underlain by mineral deposits indicating significant inferred resources are present as shown in Table 5.1. Several mine sites with known gold mining history, are mapped both within and west of the Plan area, shown in Figure 5.1. Mine shafts, tunnels, or other mining features<sup>26</sup> may occur on abandoned mine sites. Site disturbance, including trenching, grading or construction could

TABLE 5.1

PARCELS WITHIN THE MRZ-2 CLASSIFICATION

<i>APN</i>	<i>Location</i>
06-370-49 (portion)	Loma Rica Drive/Charles Drive
06-370-50 (portion)	Evening Star Drive
06-370-73 (portion)	Charles Drive
06-370-74	Charles Drive
06-370-75	Grass Valley Avenue
06-370-77	Charles Drive
06-390-01	Loma Rica Drive/Charles Drive
06-390-35	Greenhorn Road
06-390-36	Greenhorn Road
06-390-37	Greenhorn Road
06-390-38	Brunswick Road @ McBoyle Way
06-620-04	Loma Rica Drive
06-620-06	Loma Rica Drive residence
06-620-07	Loma Rica Drive residence
06-620-08	Loma Rica Drive residence
06-620-09	Loma Rica Drive residence
06-620-10	Loma Rica Drive residence
06-620-11	Loma Rica Drive residence
06-620-12	Loma Rica Drive residence
06-620-13	Loma Rica Drive residence
06-620-14	Loma Rica Drive residence
06-620-16	Loma Rica Drive
06-620-17	Loma Rica Drive
06-620-19	Boundary Way
06-620-20 (portion)	Grass Valley Ave @ Boundary Way
06-620-21	Coyote Hill Industrial Condos
06-620-22	Coyote Hill Industrial Condos
06-620-23	Coyote Hill Industrial Condos
06-620-24	Coyote Hill Industrial Condos
06-620-25	Coyote Hill Industrial Condos
06-620-26	Coyote Hill Industrial Condos
06-620-27	Coyote Hill Industrial Condos
06-620-28	Coyote Hill Industrial Condos
06-620-29	Coyote Hill Industrial Condos
06-620-30	Coyote Hill Industrial Condos
06-620-31	Coyote Hill Industrial Condos
06-620-32	Coyote Hill Industrial Condos
06-620-33	Coyote Hill Industrial Condos
06-620-34	Coyote Hill Industrial Condos
06-620-35	Coyote Hill Industrial Condos
06-620-36	Coyote Hill Industrial Condos
09-570-62 (portion)	Loma Rica Ranch
09-570-65 (portion)	Loma Rica Ranch
09-581-03	Loma Rica Drive @ Brunswick Road

encounter those features, creating safety hazards, loss of property, and potential risk of human exposure to significant quantities of chemicals of concern.



The submittal of a Development Permit application requires the property owner/developer report whether there is evidence of mining activity on the project site. In areas of known past mining activity, applicants may be required to certify to the Department of Environmental Health that due diligence has been completed in reporting past history. Conducting an Environmental Site Assessment (ESA) for site conditions that indicate the likely presence of hazardous

substances requires the expertise of a qualified environmental professional.<sup>27</sup> A Phase I ESA entails a site reconnaissance and a records search. If the Phase I ESA reveals significant chemical hazard, further investigation is required in the form of a Phase II Investigation or a Preliminary Endangerment Assessment (PEA). A PEA must include a plan for mitigating and/or removing the hazardous waste. All PEA(s) must be submitted to and approved by the State Department of Toxic Substances Control (DTSC).

State law requires appropriate mitigation and/or removal of hazardous wastes prior to performing development activities. The evaluation and cleanup of hazardous waste is the responsibility of the property owner, however a number of State agencies may be involved in the review, approval and final disposition of cleanup activities. These agencies include the DTSC and the Regional Water Quality Control Board (RWQCB).

### **E. Hazardous Substances**

The term hazardous substance refers to both hazardous materials and hazardous wastes. A material is defined as hazardous if it appears on a Substances Control list of hazardous materials prepared by a federal, state or local regulatory agency or if it has characteristics defined as hazardous by such an agency. A hazard is any situation that has the potential to cause damage to human health and the environment.<sup>28</sup> Hazardous materials are defined by the California Code of Regulations, Title 22, Section 66260.

The handling of hazardous materials and hazardous waste are subject to numerous federal, state and local laws. The Nevada County Department of Environmental Health regulates and enforces hazardous materials regulations within the County, but may coordinate with the Central Valley RWQCB and the DTSC where necessary.

## **1. Hazardous Materials**

Chapter XI of the Nevada County Land Use and Development Code regulates the handling and storage of hazardous materials consistent with the California Health and Safety Code.<sup>29</sup> The Nevada County Department of Environmental Health Hazardous Materials Division is responsible for the monitoring, permitting and inspection of all hazardous material storage facilities. A Hazardous Materials Plan is required for all businesses with underground storage tanks and/or storing hazardous materials (in reportable quantity) or hazardous waste (in any quantity).

## **2. Hazardous Waste**

No industrial waste may be disposed of on-site, onto any ground surface, into any drainage or surface waters, or into a septic system that has not been specifically designed and approved by the Department of Environmental Health. No hazardous or extremely hazardous waste produced within or outside of the County may be transported, treated, stored or disposed of without prior processing to remove its harmful properties and without written notification to the Nevada County Department of Environmental Health. No hazardous waste will be accepted at any disposal site in the County unless authorized by the County.<sup>30</sup>

General Plan Policy requires the cleanup of sites contaminated by mine wastes or other hazardous materials prior to the issuance of a land use permit.<sup>31</sup> Projects proposed in an area containing or potentially containing hazardous materials are required to conduct a Phase I ESA prior to project approval.

Information regarding the handling of hazardous materials or hazardous waste can be obtained from the Nevada County Department of Environmental Health, located in the Nevada County Government Center, Eric Rood Administrative Center, as follows:

Phone: (530) 265-1222  
Web site: [www.mynevadacounty.com/eh](http://www.mynevadacounty.com/eh)  
Office: 950 Maidu Avenue, Nevada City, California

## **F. Summary of Safety Issues.**

Lands mapped within the Area Plan are not located within a 100-year floodplain or a known geological hazard area. The Plan area however, is mapped within a Very High Fire Hazard zone by the CalFire Fire Severity Hazard Zone Maps. Federal, state and local regulations regulate the handling of hazardous wastes and materials. Prior to the submittal of a Development Permit application, projects proposed on those lands located within those undeveloped areas mapped that area mapped within an MRZ-2 Zone would benefit from the preparation of a Phase I ESA to confirm the presence of potentially hazardous waste materials before entering the development review process.

See Chapter 7 for: Safety Goal 5.1 and Policy 5.1.

## **Chapter VI: Nevada County Airpark**

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### **A. Purpose**

The purpose of this Chapter is to: 1) recognize the presence of the Nevada County Airport within the Area Plan; 2) to identify potential benefits to employers within the Plan area; and 3) to identify restrictions established for development in the vicinity of the airport to ensure both airport compatibility and safety.

### **B. Airport Description**



**Figure 6.1 Westerly View of Airport**

The Nevada County Air Park is located on 123 acres of land located north of Loma Rica Drive and is situated along an east-west running ridgeline at an elevation of 3,000 feet msl. Light industrial and warehouse uses abut airport land to the south and southeast. Residential development occurs adjacent to both the north and southeast of the airport. Located to the west and northwest of the airport is the 452-acre Loma Rica Ranch, which is developed with agricultural uses and one residential site.

### **C. Airport Operations**

The Nevada County Airport is the only public-use airport serving western Nevada County. A non-subsidized self-sustaining enterprise, the airport is administered, managed and supervised by an Airport Manager under the direction of the County Executive Officer. Pursuant to the Nevada County General Code, a five-member Airport Commission, appointed by the County Board of Supervisors, makes recommendations regarding general policy for the planning, operation, and maintenance of the airport.

The airport provides a base for local, personal and recreational flyers and serves as a transportation facility for business/corporate aviation and aerial fire-fighting operations. The Airport is open twenty-four hours a day, seven days a week. The terminal building is manned from 8:00 a.m. to 5:00 p.m. between November and May and from 8:00 a.m. to 8:00 p.m. during fire season June through October and provides a pilot lounge and planning area.

The airport provides a lighted 4,350-foot runway with a Federal Aviation Administration (FAA) approved non-precision GPS approach to Runway 7 and 24-hour per day Automatic Weather Observation System information transmitted on a Very High Frequency (VHF) frequency. The airport provides 24/7 operations, self service and truck delivered fuel, 74 tenant and 19 transient tie-down spaces, 102 aircraft hangars, (8 of which are County-owned), and two Fixed Base Operations (FBOs) that provide flight training, air charter and aircraft maintenance. With full time mechanics and radio facilities, the Airport provides service to local based and transient aircraft, the California Department of Forestry and Fire Protection Air Attack Base, the U.S.

Forest Service, law enforcement, safety and service providers (including Search & Rescue and Medi-Vac aircraft), and County residents. The California Department of Forestry has an OV-10 Air Attack and two turbine powered S-2F tanker aircraft based at Nevada County Airport during the fire season, nominally June through October.

The Airport owns and operates the fueling operation sited on airport land. A self-serve fuel island dispenses 100LL fuel 24hrs per day and accounts for approximately 50% of the annual 100LL fuel sales. Two fuel delivery trucks dispense 100LL and Jet A fuel during the manned terminal hours and account for 50% of the annual 100LL fuel sales and 100% of Jet A fuel sales.<sup>32</sup>

#### **D. Airport History**

The airport was initially constructed in 1933 as a private airfield to serve the Idaho Maryland Mine Company and was known as the MacBoyle Airport. Charles Litton purchased the airport site in 1955 and changed the name to the Loma Rica Airport. In 1957, 33.8 acres of the Loma Rica Airport was gift-deeded to the County of Nevada by Litton Industries. The gift-deed was subject to conditions requiring the County zone adjacent lands for industrial use in order to provide sufficient zoning to protect the Airport in accordance with State and Federal requirements, pave the runway and access road, maintain the Airport in a condition permitting year-round operations, and permit use of certain parcels for aviation-related business. During the 1960's the Airport acquired additional acreage and extended the runway. In 1961, the California Aeronautics Commission recommended closure of the Nevada City Airport in order to concentrate public funding at the Loma Rica Airport. The airport name was changed to the Nevada County Air Park in 1968.<sup>33</sup>



Figure 6.2 Nevada County Air Park Entrance

#### **E. Airport Benefits**

A significant contribution is made to the safety of and service to the local community by the presence of the CDF and USFS tanker base. During fire season, typically mid-June through the end of October, two turbine-powered tankers and a command and control spotter aircraft are deployed to the base for fire suppression response in Northern California. Additional USFS aircraft are also based at the compound on an as-needed basis. Airport staff provides truck delivered fuel support (both Jet A and 100LL) to the tanker base 12 hours per day during the fire season.



Figure 6.3 Fire Suppression Air Tanker

The airport has an active and involved aviation community. The Experimental Aircraft Association’s local chapter, the Golden Empire Flying Club, and an Aircraft Owners and Pilots Association (AOPA) affiliation are active members of the aviation community that provides social and professional aircraft activities for local pilots. A bi-annual Air Fest is held at the airport that draws 5,000 or more visitors each year.



Figure 6.4 Nevada County Air Fest

The Airport provides opportunities for public flight training and air charter services, and supports the business community for both tenant and transient business aircraft. An increasing number of Nevada County residents commute in privately owned small aircraft for business purposes. Local business owners and residents also use the Airport as a gateway to the national air transportation system. Additionally, the airport allows private aircraft access to eleven private homes on the northeast and southeast ends of the airport with “through the fence” access to

airport ramps and taxiways.

The 2007 Airport Business Plan identifies the Airport at a key juncture, in a position to expand services to a growing community with limited revenue but strong support. Development strategies for adding services to benefit both the Airport and airport users potentially include an airport café/restaurant to serve pilots and airport/industrial park employees and a charter/air taxi service to transport customers to larger airports on a Very Light Jet. The Airport continues to maintain a high level of airport safety in compliance with State and Federal regulations.

## **F. Airport Compatibility**

Federal and California Aviation Law governs land use and development on and around airports, as follows:

### **1. Federal Regulations**

The Federal Aviation Administration (FAA), within the Federal Department of Transportation, manages the nation’s airspace and is the lead agency in the federal environmental processes related to airports. The FAA publishes standards for the airspace of airports and provides planning guidelines for use by airport sponsors. The FAA is an important source of funding, providing grants and loans for local airports.<sup>33</sup>

### **2. State Regulations**

The State Department of Transportation Aeronautics Division, pursuant to the authority of the California Aeronautics Act, oversees public-use airports in California by issuing permits, conducting annual inspections and administering noise regulation and land use planning laws that foster compatible land use around airports.<sup>35</sup> The Division of Aeronautics also provides grants and loans for safety, maintenance and capital improvement projects at airports.

### **3. Airport Land Use Commissions**

Section 21670 et seq. of the California Public Utilities Code requires that every county in which an airport is located and operated for the benefit of the general public, establish an Airport Land Use Commission (ALUC). The primary function of an ALUC is to prepare and implement an Airport Land Use Compatibility Plan (ALUCP) whose primary focus is on making compatibility determinations of all proposed development around an airport. ALUCPs must be based on a long-range airport master plan that reflects anticipated airport growth within a twenty-year planning horizon.

Nevada County partners with the Sierra Planning Organization (SPO), the designated regional Council of Governments for the foothill region, who functions as the ALUC for Nevada, El Dorado, and Sierra counties. Within its ALUC role, SPO operates as the Foothill Airport Land Use Commission (FALUC).

### **4. County Regulations**

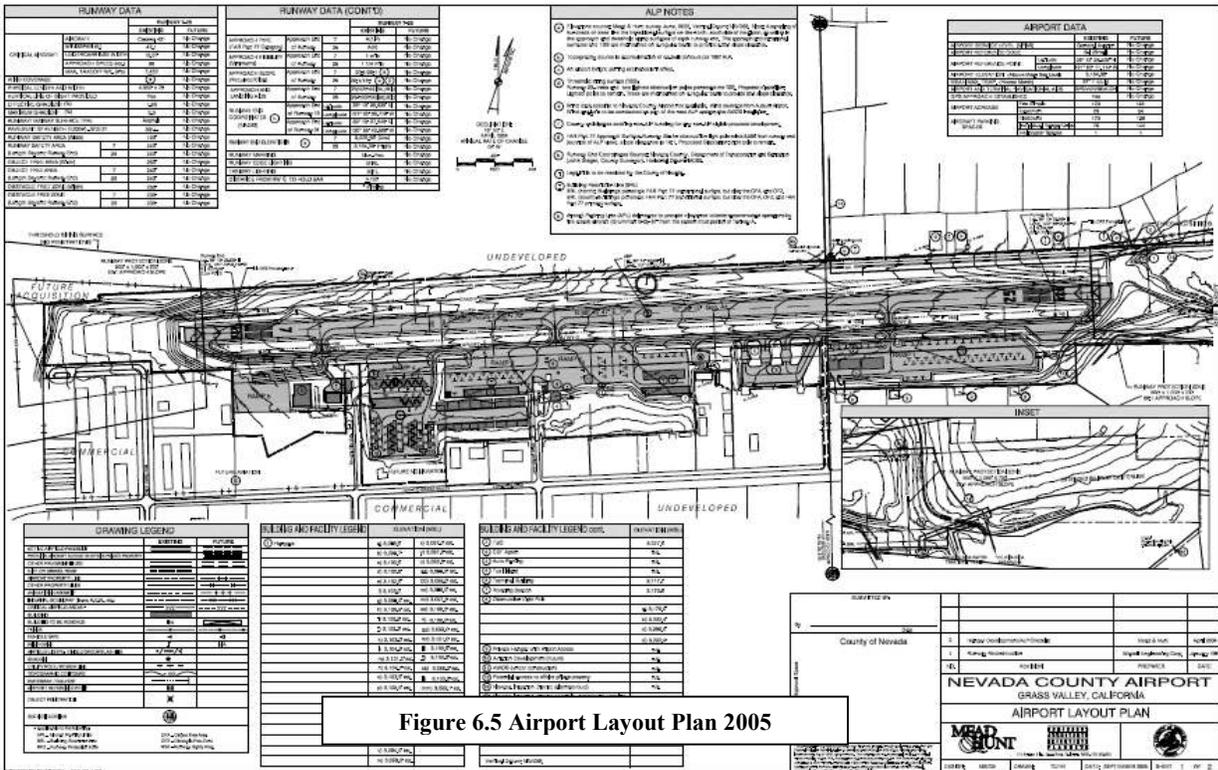
Nevada County is responsible for ensuring that all applicable planning documents are consistent with adopted Airport Comprehensive Land Use Plans, with the Nevada County General Plan and with Nevada County ordinances. General Plan Policy requires that the County enforce the safety and land use compatibility standards of the adopted Airport Land Use Compatibility Plan adopted by the FALUC.

Chapter III of the Nevada County Land Use and Development Code establishes an Airport Zoning Ordinance that contains limited criteria for preventing airport hazards within identified safety zones. Adopted in 1959 and updated in 1974 and in 1980, Chapter III does not acknowledge or comprehensively address the compatibility standards contained in the ALUCPs or the Master Plans of the two Nevada County airports. In 2000, County Zoning Regulations established a new Airport Influence (AI) Combining District to implement the provisions of the County ALUCPs. The AI district has not been implemented.

Two separate documents govern land use and development on and around the Nevada County Air Park. The Nevada County Air Park Master Plan governs use on airport land, and the Nevada County Air Park Comprehensive Land Use Plan (CLUP) regulates land use on lands adjacent to or in the vicinity of the airport.

#### **G. Nevada County Air Park Master Plan**

Existing and planned land uses on airport lands are established by the Nevada County Air Park Master Plan, a 20-year comprehensive study of the airport that describes on-site short-, medium- and long-term development plans of the airport property and its facilities. The Master Plan specifically seeks to protect the public from the adverse impacts of airport noise, to reduce the number of people exposed to airport-related hazards and to preserve air traffic corridors. The Master Plan is the regulatory document for the use and development of lands within the boundaries of the Airport. Critical within an Airport Master Plan is an Airport Layout Plan (ALP) depicting a graphic representation of current conditions and future long-term planned development for the airport as shown in Figure 6.5.



The 1992 Nevada County Air Park Master Plan identifies increased development within the vicinity of the airport as the primary source of increased safety and overflight impacts, and associated noise complaints. The Master Plan recommends suitable controls of development of incompatible land uses.

The 2007 Airport Business Plan identifies the need to update the Air Park Master Plan to incorporate current airport data and to address adjoining industrial areas. No timeline is projected, with preparation of a Master Plan update dependant upon an outside funding source.

## H. Nevada County Airpark CLUP

Pursuant to California law, the County of Nevada adopted a Comprehensive Land Use Plan (CLUP) for the Nevada County Air Park in 1987. The CLUP was prepared by FALUC and approved by the Nevada County Board of Supervisors. The CLUP defines compatible land uses in the area surrounding the airport and specifically addresses: 1) protection of the public from the adverse impacts of airport noise; 2) reductions of the number of people exposed to airport-related hazards; and 3) preservation of air traffic corridors. The intent of land use safety compatibility criteria is to minimize the risks associated with an off-airport aircraft accident or emergency landing. CLUP implementation policies establish density maximums, land use restrictions, height maximums, and noise standards within the identified safety zones.

All new uses, development, General Plan Amendments, rezones, and building regulation changes, within the Area Plan, must be submitted to FALUC for CLUP compatibility review, accompanied by any applicable adopted FALUC fees.

## 1. Nevada County Airport CLUP Safety Zones

The CLUP maps the following five Safety Areas around the perimeter of the airport, affecting land use within the Loma Rica Drive Industrial area:

- **Safety Area 1:** Clear Zones reflect the Runway Protection Zones shown on the Layout Plan contained within the Airport Master Plan, mapped beyond the ends of the runway, the most restrictive safety area adjacent to the airport.
- **Safety Areas 2, 3 and 4:** Approach/Departure Zones are those areas extending beyond the Clear Zones. Zone 2 reflects the boundaries of the Threshold Siting Surfaces shown on the Layout Plan contained within the Airport Master Plan.
- **Safety Area 5:** The Airport Overflight Zone is roughly, a 5,000-foot arc extending from the center of the runway; encompassing all lands within the Area Plan.

Figure 6.6 delineates the Noise Restricted Areas and Safety Zone boundaries.

## 2. Development Criteria

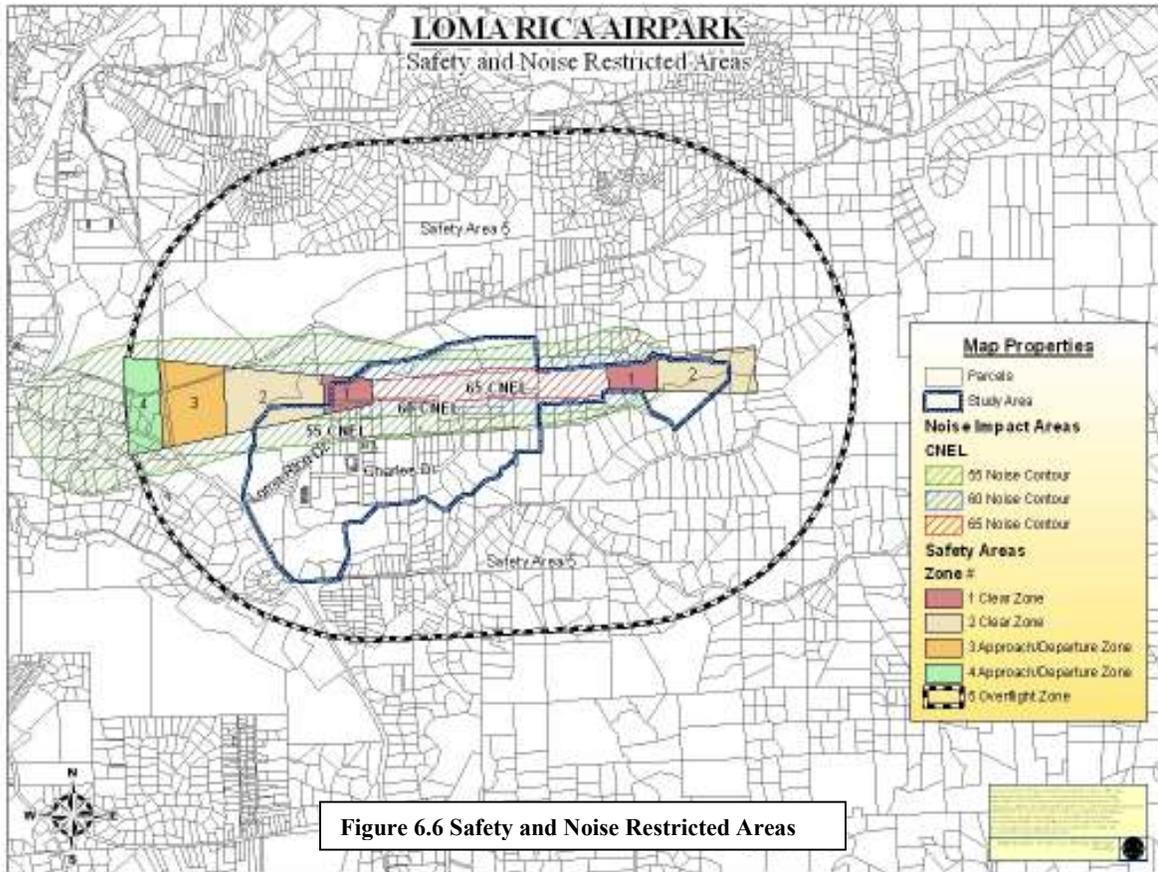
To ensure airport compatibility, the CLUP establishes land use restrictions to address the following safety concerns:

### a. Density

The most direct method of reducing the potential severity of an aircraft accident is to establish criteria that limits the maximum number of dwellings or people in areas close to the airport.<sup>36</sup> Tables B.1 and B.2.a-B.2.c located in Appendix B, identifies incompatible densities within each Safety Area.

### b. Land Use

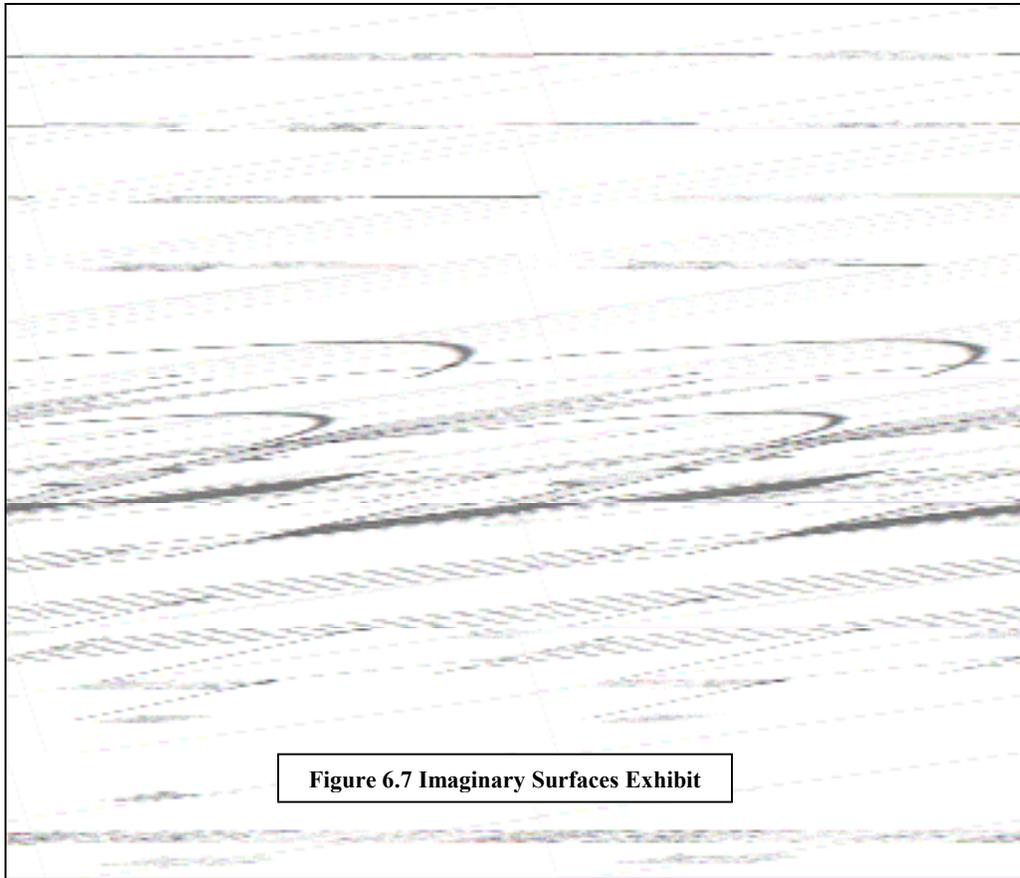
The CLUP identifies off-airport land use patterns and the compatibility of surrounding land uses relative to exposure to aircraft crash hazards. CLUP Land Use Compatibility Guidelines, shown in Table B.2 in Appendix B, categorizes and lists specific land uses and their compatibility within each safety area. The Guidelines restrict nearly all development in the Clear Zones, limit high risk and sensitive uses in the Approach/Departure Zones and allow increased density and use in the Overflight zones. Appendix D lists parcel specific data and identifies the safety zones that are applicable to each parcel.



**c. Height**

Height restrictions in the vicinity of airports are necessary to insure that flight safety will not be impaired or that the operational capability of the airport will not be decreased. Federal Aviation Regulations (FAR) Part 77 defines a series of imaginary surfaces surrounding all public use airports. The imaginary surfaces are illustrated Figure 6.7 and are described as follows:

- *Primary Surface*: a surface longitudinally centered on a runway.
- *Horizontal Surface*: a horizontal plane 150-feet above the established airport elevation, the perimeter of which is constructed by swinging arcs from the center of each end of the primary surface of each runway.
- *Approach Surface*: a surface longitudinally centered on the extended runway centerline, extending outward and upward from each end of the primary surface.
- *Transitional Surface*: surfaces extending outward and upward at right angles to the runway centerline.
- *Conical Surface*: a surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.



Any proposed object or structure which would penetrate any imaginary surface is considered by the FAA to be an obstruction to air navigation and requires an FAA aeronautical study to determine whether a potential obstruction will have a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft. FAR Part 77.13 requires that any proposal for any kind of construction or alteration give notice to the FAA if such construction or alteration is:

- More than 200 feet in height above the ground level at its site; or
- Of a greater height than an imaginary surface extending outward and upward at a slope of 100 to 1 for a horizontal distance of 20,000 feet from all edges of the runway surface.

State law also prohibits the construction of any structure that would penetrate an imaginary surface, unless the State Division of Aeronautics has first issued a permit allowing its construction.

**d. Noise**

The most common land use complaint associated with airports is noise annoyance. Statutes adopted by the Federal Government and by the State of California establish policies for airport noise compatibility. Noise compatibility policies are necessary to avoid establishing noise-sensitive lands uses in the vicinity of airports, thus minimizing future exposure to significant

levels of aircraft noise. The State Aeronautics Act, recognizing the need to consider the characteristics of each airport and their surrounding communities, establishes noise standards for all airports operating under a State permit utilizing the Community Noise Equivalent Level (CNEL) method for measuring airport noise.<sup>37</sup> Noise contours must be mapped for each airport. Figure 6.6 above maps noise contours for the Nevada County Air Park.

Nevada County General Plan Policy requires compliance with adopted CLUP noise standards, however the CLUP noise contours, adopted in 1981 and projected to the year 2000, are outdated and require updating. The 1990 contours adopted by the Nevada County Air Park Master Plan are projected to 2010, superceding the CLUP. The Master Plan recommends updates to the CLUP noise standards to implement the following restrictions:

- Prohibit residential development in the projected 60-CNEL contour.
- Discourage residential development in the 55-CNEL contour in recognition of the low ambient noise levels within the vicinity of the airport especially within those contours located beyond the runway ends.

The Airport Master Plan further advises that the most significant means of minimizing airport noise impacts is to prevent development of noise-sensitive land uses in the most impacted areas.

## **I. Summary of Airport Issues**

Nevada County General Plan Policy requires enforcement of the CLUP within airport safety zones. The 1987 CLUP and the outdated Land Use and Development Code Chapter III are the only adopted regulatory tools that comprehensively protect the airport from encroaching incompatible land uses. The current Air Park Master Plan recommends that the CLUP and the General Plan be updated and that certain ALUCP policies be adopted. The County adopted an “Airport Influence” zoning district in 2000 for the purpose of identifying safety areas on a zoning map, but that zoning has not been implemented. Implementation of General Plan Policy 10.7, requiring the enforcement of CLUP standards through County Zoning Regulations, as recommended by FAA and California Department of Transportation Guidelines, will be accomplished by implementation of the “Airport Influence” zoning for all parcels currently mapped within safety zones.

See Chapter 7 for: Airport Goals 6.1, 6.2 & 6.3, and Policies 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.8.

## **Chapter VII: Goals, Policies and Design Guidelines**

This Chapter establishes the Goals, Policies and Design Guidelines that will assist in guiding future development within the Area Plan.

### **A. Land Use and Development**

**Goal 2.1:** Encourage the establishment and growth of clean industry within the Area Plan.

***Policy 2.1:*** Discourage non-industrial uses that would minimize opportunities for industrial use on M1-zoned lands, allowing for limited commercial support uses.

***Action Policy 2.2:*** The County shall initiate an amendment to Zoning Regulations to allow limited commercial uses that serve employees within Business or Industrial Parks, limiting any such use to sites with direct access to a collector or higher standard road.

***Action Policy 2.3:*** The County shall encourage the reuse of existing incompatible industrial development by facilitating design review through adoption of appropriate design standards, amending applicable Design Guidelines regulations to reflect the applicability of the Loma Rica Drive Industrial Area Plan Design Guidelines.

**Goal 2.2:** Facilitate review of land use projects within the City of Grass Valley Sphere of Influence.

***Policy 2.4:*** Prior to accepting any application for a discretionary project within the Area Plan, the County shall require confirmation that project plans have been submitted to the City of Grass Valley for preliminary review and comment.

**Goal 2.3:** Maintain compatibility between neighboring land uses.

***Policy 2.5:*** Noise generating land uses shall be discouraged on lands abutting residential zoning. Development requiring outdoor activity areas is encouraged to locate in the interior of the Area Plan, closer to the Airport than to residential areas.

**Goal 2.4:** Insure the occupancy of all industrial sites comply with local, state and federal regulations.

***Policy 2.6:*** All land use permits granted within the Area Plan shall require that notice be provided to future occupants, advising that changes in use or occupancy may require a conversion permit from the County Building Department.

**B. Infrastructure and Public Facilities**

**Goal 3.1:** Ensure each business in the Area Plan an adequate, reliable and safe water supply.

***Policy 3.1:*** Allow development, increased density or land division within the Area Plan only where an adequate public water supply is available to serve the site.

**Goal 3.2:** Facilitate development by identifying drainage needs within the Area Plan.

***Action Policy 3.2:*** The County shall pursue funding for the preparation of a Master Drainage Plan that identifies inadequate drainage facilities and needed improvements within the Area Plan.

**C. Circulation**

**Goal 4.1:** Provide for the long-range planning and development of the roadway system to ensure the safe and efficient movement of people and goods in and out of the Area Plan.

***Action Policy 4.1:*** When funding becomes available to the County, initiate the process for establishing improved access for the industrial area as determined by environmental review of available alternatives.

**Goal 4.2:** Provide for the maintenance of roads and other transportation facilities at a standard that assures safe public use.

***Action Policy 4.2:*** Upon identification of an adequate funding source, the County shall accept Grass Valley Avenue, Charles Drive and Nevada City Avenue into the County-maintained mileage system, working with the City of Grass Valley to identify road standards for the conversion of the roadways from private to public.

**Goal 4.3:** Abandon or allow use of excess right of way within the Area Plan.

***Action Policy 4.3:*** The County shall, in consultation with the City of Grass Valley, identify excess rights-of-way on Charles Drive, Nevada City Avenue and Grass Valley Avenue, and evaluate abandonment of excess areas, retaining adequate rights-of-way for future infrastructure needs, including but not limited to sewer and sidewalk improvements.

***Policy 4.4:*** Where excess road rights of way are identified, which exceed 60-feet in width, 20 feet (10-feet on each exterior boundary of the right of way) of the excess right of way may be used for parking and/or required landscaping for adjacent development, subject to the granting of an encroachment permit by the County Department of Public Works.

**D. Safety**

**Goal 5.1:** Increase public awareness of potential hazards within Area Plan.

*Action Policy 5.1:* Upon adoption, provide copies of the Area Plan to all property owners within the Area Plan.

**E. Airport**

**Goal 6.1:** Ensure airport viability by addressing compatible land uses in the General Plan and in Zoning Regulations.

*Action Policy 6.1:* Implement Zoning Regulations Sec. L-II Sec. 2.7.1, the Airport Influence Combining District by mapping the boundaries of the CLUP safety areas.

*Action Policy 6.2:* Incorporate into the Airport Influence (“AP”) Combining District those compatibility standards established by State law, (i.e., Education Code 390005 relative to siting schools within 2 miles of airports).

*Action Policy 6.3:* Incorporate into the “AP” Airport Influence (“AP”) Combining District, the following agency noticing for all projects within the CLUP:

- a. California Department of Transportation – Division of Aeronautics, and the Federal Aviation Administration:
  - Projects within 20 nautical miles (12,152,23’) of an airport.
  - Any project exceeding 200’ above ground level.
  - Projects within 10,000 feet of a public use airport.
- b. Foothill Airport Land Use Commission/SEDD, accompanied by the current FALUC fee:
  - General Plan or Zoning Ordinance text amendments affecting the airport.
  - All projects within the CLUP potentially impacted by or impacting the airport.
- c. County or District Airport Manager/Airport Commission:
  - All projects within the CLUP potentially impacted by or impacting the airport.

*Action Policy 6.4:* Upon adoption of the “AP” district mapping, repeal County Land Use and Development Code Chapter III, Articles 1 and 2, Airport Zoning.

*Action Policy 6.5:* Update General Plan Policy 10.7 to reflect updated CLUP policies and to encourage provisions for clustering residential development adjacent to the airport or within CLUP safety zones.

**Action Policy 6.6:** Update General Plan Policy 9.17, Figure 1, to reference updated noise contour criteria.

**Goal 6.2:** Ensure compliance with State and Federal regulations enacted for public airports.

**Action Policy 6.7:** Update the CLUP safety restrictions in accordance with the Air Park Master Plan noise contours, safety zones, including ALUC policies for emergency landings, a buyer notification program and requirements for aviation easements for development within the Plan boundaries, height restricted areas, to add clustering policies.

**Action Policy 6.8:** Review the CLUP implementation policies allowing deviation from Compatibility Guidelines, for non-conforming land uses and for parcels divided by a safety zone.

**Goal 6.3:** Ensure public access to and ease of use of airport-related land use restrictions.

**Action Policy 6.9:** Review the format used for the CLUP Compatibility Guidelines.

**Action Policy 6.10:** Rename the “Nevada County Air Park” to the “Nevada County Airport” in order to eliminate confusion with the terminology used by the FAA for identifying residential development with access to adjacent airports.

## **F. Loma Rica Area Plan Design Guidelines**

\*Reflects existing or modified Western Nevada County Design Guidelines for which graphics can be viewed on the County Website:

<http://www.mynevadacounty.com>Docushare Public Documents Collection>Search Document-20390>

### **1. Site Planning**

- Guideline 1 All new development abutting residential zoning should be designed to minimize outdoor activity areas.
- Guideline 2 All reuse development abutting residential zoning should be designed to minimize views of activity, storage and parking areas from residential properties and residential roads.
- Guideline 3 Outdoor use and activity areas (i.e., equipment or storage yards, visible from Brunswick Road, Loma Rica Drive and Greenhorn Road are discouraged). \*
- Guideline 4 Solid fencing visible from Brunswick Road, Loma Rica Drive and Greenhorn Road is discouraged.
- Guideline 5 New development visible from Brunswick Road and Greenhorn Road should orient loading areas away from the primary street. \*
- Guideline 6 Tree removal adjacent to Greenhorn Road should be minimized.
- Guideline 7 Development visible from Greenhorn Road should utilize building form and architectural treatment compatible with the adjacent rural neighborhood, incorporating pitched roofs with 1.5 to 2-foot overhangs, wood, simulated wood or masonry building materials, muted colors, and non-reflective roofing materials.
- Guideline 8 New development should locate offices at the front of the building to break down massing and to provide easy access to customers and employees. \*

### **2. Building Design/Architectural Details**

- Guideline 9 New and re-development should incorporate a height and scale compatible with that of surrounding development, incorporating simple forms for the building type, particularly where needed to reduce the bulk of large buildings. \*

- Guideline 10 Expansions or remodels fronting on Loma Rica Drive that cannot feasibly achieve the site planning goals of this Chapter, should consider inclusion of other design elements, including the use of paint colors to unify incompatible structures, and landscaping to screen incompatible areas from roadway views.
- Guideline 11 For projects sites visible from Loma Rica Drive and Greenhorn Road, minimize the visual impact of large buildings with the proper use of windows, structural bays, roof overhangs, awnings, and other details.
- Guideline 12 Use local architecture, both historic and recently built, as an example for design and details, especially for those projects sites visible from Loma Rica Drive and Greenhorn Road. Where compatible with adjacent development, appropriate details include: \*
- a. Brick or rock detailing.
  - b. Refined millwork and finished carpentry on wood structures
- Guideline 13 Avoid flat roofs, piecemeal mansard roofs used on a portion of the building perimeter only, and nearly vertical or A-frame roofs.\*
- Guideline 14 Articulate buildings with flat roofs with cornices to provide appropriate and consistent scale between buildings. \*
- Guideline 15 Windows and doors should be proportionate and should relate to one another in character; windows should be vertically proportioned with height greater than width. \*
- Guideline 16 Unfinished aluminum windows should be avoided. \*
- Guideline 17 Materials should be durable and require low maintenance but not at the expense of the quality of the design. \*
- Guideline 18 Frequent changes in materials should be avoided, especially material changes in a horizontal, side-by-side, direction. \*
- Guideline 19 Materials should be compatible with the character of existing architecture.\*
- Guideline 20 Materials used on the front facade should wrap the corners to avoid a “false facade” feeling to the building. \*
- Guideline 21 Appropriate building materials include corrugated metal siding and concrete block. \*

Guideline 22 Avoid bare metal, highly reflective surfaces, illuminated roofing, and high contrast or brightly colored glazed tile.

Guideline 23 New development on sites visible from Loma Rica Drive and Greenhorn Road should consider, where compatible with adjacent development, use of the following building materials: \*

- a. Board and batten siding.
- b. Horizontal wood or fiber cement board siding.
- c. Brick or river rock for wainscoting.
- d. Heavy timber where appropriate with building scale.

Guideline 24 Appropriate roofing materials include:

- a. Composite shingles.
- b. Standing seam metal roofing.
- c. Corrugated metal where appropriate, including projects sites visible from Loma Rica Drive and Greenhorn Road.

Guideline 25 All new buildings should be pre-wired to accommodate Internet reception, where necessary. Satellite dish antennas are discouraged on roofs and should be considered early in the design process for location and screening. \*

### **3. Color**

Guideline 26 All new and re-development should use earth tones similar to natural tones found in the area, and the colors of primary building materials, such as stone, brick, and hardwood, as the base colors for new development. \*

Guideline 27 Use subdued, muted colors as the primary color on large wall expanses, and with brighter, contrasting colors for trim when appropriate; the use of bright jarring colors and intense white color are discouraged. \*

### **4. Parking**

Guideline 28 New development fronting on Loma Rica Drive should break large parking lots into several smaller lots. \*

Guideline 29 New development should provide parking lot connections between adjacent properties where possible. \*

### **5. Landscaping**

Guideline 30 Utilize landscaping to enhance older sites proposing to remodel or expand but which cannot achieve the overall goals of this Chapter.

- Guideline 31 Encourage water conservation through the retention of existing, onsite vegetation as well as the responsible integration of native or drought tolerant species of plants. \*
- Guideline 32 Pedestrian access to structures should be considered in the design of all landscaped areas. \*
- Guideline 33 Planting next to walkways, within plazas, and adjacent to other pedestrian spaces should include smaller species of shrubs and trees to maintain an intimate human scale and canopied trees to provide shade during the summer. \*
- Guideline 34 Where the County has identified excess right of way, landscaping that does not conflict with traffic safety is encouraged within the excess right of way.

## **6. Signs**

- Guideline 35 Signs should be consistent with other signs and structures within the project in size, color, materials and placement. \*
- Guideline 36 Signage should be located so that it is easily located, clearly visible and legible; placed at or near the entrance to a structure or site to indicate the most direct access. \*
- Guideline 37 Signage should be designed with lettering proportionate to overall sign background, with sign size and scale allowing the sign to be easily read without it dominating the character of the project. \*
- Guideline 38 Specially designated areas such as visitor parking, structure entrances, and loading and receiving areas, should be designated with signage. \*
- Guideline 39 Monument signs made of natural materials and that use external lighting are the preferred alternative for business identification whenever possible.\*

## **7. Lighting**

- Guideline 40 Exterior lighting should be designed to utilize only the amount of light needed for the intended task, incorporating fixtures with a design consistent with western Nevada County's small town and rural character. \*
- Guideline 41 Use efficient, high quality light fixtures to control light output and to reduce energy waste. Photovoltaic light fixtures are encouraged and should be utilized where feasible. \*

Guideline 42 When solar panels are used, integrate them into roof design, flush with the roof slope. Frame colors should match roof colors and mechanical equipment should be screened. \*

## **8. Energy Conservation**

Guideline 43 All new development and reuse development is encouraged to incorporate the following cost-saving guidelines contained within the western Nevada County Design Guidelines: \*

- a. Orient buildings, when appropriate, to take advantage of solar access for passive lighting, heating, and cooling options.
- b. Encourage the use of compact fluorescent compatible fixtures in place of standard incandescent fixtures to meet lighting needs.
- c. Incorporate daylighting and proper placement of windows and skylights to take advantage of natural light.
- d. Install room lighting occupancy sensors, dimmers, timers, and light-sensitive switches (for outdoor lighting).
- e. Incorporate high efficiency, low emissivity windows and superwindows.
- f. Utilize energy efficient appliances, including the highest efficiency water heaters and incorporate solar water heaters where appropriate.
- g. Install high quality water saving faucets, showerheads, and toilets.
- h. Use renewable energy technologies where cost-effective, (i.e., solar water heaters, photovoltaic panels, wind generators).
- i. Specify energy efficient mechanical systems and energy management control systems (i.e., programmable thermostats, etc.) for heating, cooling, and ventilation systems; encourage passive heating and cooling systems that utilize operable windows and take advantage of natural ventilation.

## Chapter VIII: Implementation

This Area Plan is the policy framework and action plan for the Loma Rica Drive industrial area. Plan implementation will be achieved through a commitment by the County and by business and property owners within the Area Plan. The County will guide development within the Plan boundaries through the enforcement of the site development standards contained in County Zoning Regulations and the policies and guidelines contained within this Area Plan. Allowable land uses that are established by both the Nevada County General Plan and adopted Zoning Regulations are not altered by this Plan.

Plan implementation requires the addition of a Site Performance, “SP”, combining district to each parcel in the Area Plan, to acknowledge the applicability of Area Plan policies and guidelines. In order to implement a number of the recommendations contained in this Area Plan, policy decisions will be made by the Board of Supervisors and funding will need to be identified before undertaking additional projects.

Implementation measures are embedded in many of the policies contained in this Area Plan. The following Summary Implementation Matrix identifies the timelines and agencies responsible for implementing the Action Policies established by this Plan, listed in Chapter VII of this Area Plan.

**TABLE 7.1**  
**SUMMARY IMPLEMENTATION MATRIX**

<i>Policy Number</i>	<i>Action Date</i>	<i>Implementing Agency</i>
Action Policy 2.2	Commence within 1 year of Area Plan adoption	Planning Dept.
Action Policy 2.3	Commence within 3 months of Area Plan adoption	Planning Dept.
Action Policy 3.2	Prioritize for first applicable funding opportunity	Planning Dept/HCS
Action Policy 4.1	Incorporate into the first available Transportation Capital Improvement Program	Dept. of Public Works
Action Policy 4.2	Commence review within 3 months of Area Plan adoption	Dept. of Public Works
Action Policy 4.3	Commence review within 3 months of Area Plan adoption	Dept. of Public Works
Action Policy 5.1	Upon Area Plan adoption	Planning Dept.
Action Policy 6.1	Commence within 6 months of Area Plan adoption	Planning Dept.
Action Policy 6.2	Commence within 6 months of Area Plan adoption	Planning Dept.
Action Policy 6.3	Commence within 6 months of Area Plan adoption	Planning Dept.
Action Policy 6.4	Concurrent with implementation of Action Policy 6.2	Planning Dept.
Action Policy 6.5	Commence upon completion of Action Policy 6.7	Planning Dept.
Action Policy 6.6	Commence upon completion of Action Policy 6.7	Planning Dept.
Action Policy 6.7	Commence within one year of Area Plan adoption	Planning Dept. & Airport Manager
Action Policy 6.8	Concurrent with implementation of Action Policy 6.7	Planning Dept. & Airport Manager
Action Policy 6.9	Concurrent with implementation of Action Policy 6.7	Planning Dept. & Airport Manager
Action Policy 6.10	Within 3 months of Area Plan adoption	Airport Manager

## Chapter IX: References

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### Chapters I, II & III

- <sup>1</sup> *Loma Rica Road Area Economic Development / Redevelopment Study*, SEDD, September 2005. Available in the Nevada County Planning Department or on the Planning Department website:

<http://www.mynevadacounty.com>>Docushare Public Documents>  
Search: Document-40680

### Chapter II

- <sup>2</sup> County file # *GP04-003/Z04-008/FM04-002 for Winds Aloft, LLC*, June 12, 2007.  
<sup>3</sup> Correspondence from the Economic Resource Council, dated October 30, 2007.  
<sup>4</sup> *Western Nevada County Economic Development Strategy*, prepared by Seifel Engineering, dated November 2007, on file in the County Planning Department or on the Planning Dept. website (*see Reference #1 above*).  
<sup>5</sup> English Mountain Park map, Phases I & 2, Final Map 99-001, available in the County Planning Department or on the Planning Department website (*see Reference #1 above*).  
<sup>6</sup> Nevada County Land Use & Development Code Sec. L-II 5.19, Non-Conforming Uses, available on the County website <http://www.mynevadacounty.com/County Codes>.

### Chapter III

- <sup>7</sup> Nevada County Land Use and Development Code, Chapter VI, available on the County website (*see Reference #6 above*):  
<sup>8</sup> Kurtis Zumwalt, Program Manger, Department of Environmental Health.  
<sup>9</sup> California Department of Toxic Substances Control website:  
<http://www.dtsc.ca.gov/LawsRegsPolicies/Title22/index.cfm>.  
<sup>10</sup> *Soil Survey of Nevada County*, prepared by the Resource Conservation Service, available in file in the County Planning Department  
<sup>11</sup> Gordon Plantenga, Program Manager, Nevada County Sanitation Dept 2006.  
<sup>12</sup> Trisha Tillotson, Senior Civil Engineer, City of Grass Valley 2006.  
<sup>13</sup> Joe Heckel, City of Grass Valley, *SEDD Economic Study 2006* (*see Reference #1 above*).  
<sup>14</sup> Vern Canon, Fire Marshal, Nevada County Consolidated Fire District.  
<sup>15</sup> General Plan Goal 1.8; Objectives 3.1 & 3.2; Policies 3.1 & 3.3.

### Chapter IV

- <sup>16</sup> *Brunswick Road Corridor Study* prepared by PRISM Engineering, 12/11/01. Available in Nevada County Department of Public Works, or on the County website (*see Reference #1*)  
<sup>17</sup> Correspondence with Tom Countis, business owner, December 2006.

## Chapter V

- <sup>18</sup> *Nevada County General Plan EIR Vol. I*, available on the County website:  
[http:// docs.co.nevada.ca.us/dscgi/ds.py/View/Collection-2363](http://docs.co.nevada.ca.us/dscgi/ds.py/View/Collection-2363)
- <sup>19</sup> *FEMA Flood Insurance Rate Maps*, Community Panels #607 & 625 revised Feb. 5, 1997, & #650 dated January 19, 1983, on file in the County Planning Department.
- <sup>20</sup> California Department of Water Resources, Division of Flood Management.
- <sup>21</sup> California Department of Conservation website:  
<http://www.consrv.ca.gov/CGS/rghm/psha/index/htm>.
- <sup>22</sup> *Nevada County Master Environmental Inventory*, December 1991, on file in the County Planning Department.
- <sup>23</sup> California Air Resources Board Map of California Showing Principal Asbestos Deposits.
- <sup>24</sup> Federal and State Occupational Safety and Health Administrations (OSHA).
- <sup>25</sup> California Department of Conservation website:  
[http://www.consrv.ca.gov/abandoned\\_mine\\_lands](http://www.consrv.ca.gov/abandoned_mine_lands)>California abandoned mines>overview.
- <sup>26</sup> California Department of Conservation Mineral Land Classification Map and accompanying Special Report 164 prepared by the Division of Mines & Geology, on file in the County Planning Department.
- <sup>27</sup> ASTM (American Society of Testing Materials) Standard Practice for Environmental Site Assessments.
- <sup>28</sup> Nevada County Department of Environmental Health website:  
<http://www.mynevadacounty.com/EH>>EH Programs>HazMat Storage
- <sup>29</sup> California Health & Safety Code Sec. 25500 et seq.
- <sup>30</sup> Nevada County General Code, G-IV 8.8, available on the County website (*see Reference #6, above*)
- <sup>31</sup> General Plan policy 10.21 (see Appendix A).

## Chapter VI

- <sup>32</sup> *Nevada County Airport Business Plan*, March 2007, available on the County website:  
<http://www.mynevadacounty.com/airport>
- <sup>33</sup> *Nevada County Air Park Master Plan*, January 1992, available in the County Planning Department or on the County website: <http://www.mynevadacounty.com/airport>>Public Information Documents>Archives
- <sup>34</sup> California Department of Transportation Aeronautics website:  
<http://www.dot.ca.gov/hg/planning>.
- <sup>35</sup> California Public Utilities Code Sec. 21001 et seq.
- <sup>36</sup> *California Airport Land Use Planning Handbook*, January 2002, available for viewing in the County Planning Department.
- <sup>37</sup> California Code of Regulations Sec. 5006.

## **Chapter X: Appendices**

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### **List of Appendices\***

**Appendix A: Relationship to the Nevada County General Plan**

**Appendix B: Airport Compatibility and Safety Zone Guidelines**

**Appendix C: Development Project Checklist**

**Appendix D: Design Guideline Checklist**

**Appendix E: Parcel Data**

\*Note: Data contained in these appendices is applicable at the time of public hearing for adoption of this Area Plan and is subject to change. Users are advised to confirm applicability of data with the Nevada County Planning Department

**APPENDIX A**  
**Relationship to the Nevada County General Plan**

**Appendix A**  
**Nevada County General Plan Relationship to Area Plan**

*The Loma Rica Drive Industrial Area Plan supplements the Nevada County General Plan by providing additional detail specifically applicable to the Loma Rica Drive industrial area.*

The Loma Rica Drive Industrial Area Plan was developed and specifically designed to be consistent with Nevada County General Plan central themes, goals, objectives and policies. All projects mapped within the boundaries of the Loma Rica Drive Industrial Area Plan shall be consistent with the General Plan.

**General Plan Central Themes:**

- Fostering a rural quality of life.
- Sustaining a quality environment.
- Development of a strong diversified, sustainable local economy.
- Planned land use patterns will determine the level of public services appropriate to the character, economy and environment of each region.

**Applicable General Plan Goals, Objectives and Policies**

- |                      |  |
|----------------------|--|
| <b>Goal 1.1</b>      | Promotes and encourages growth in Community Regions.   |
| <b>Goal 1.4</b>      | Provides for, within Community Regions, an adequate supply and broad range of residential, employment-generating and cultural, public and quasi-public uses located for convenience, efficiency and affordability while protecting, maintaining and enhancing communities and neighborhoods. |
| <b>Goal 1.5</b>      | Ensure that, within Community Regions, development reflects our small town character, the characteristics of the land and the natural environment.   |
| <b>Goal 1.6</b>      | Allows for growth while protecting, maintaining and enhancing communities and neighborhoods.   |
| <b>Goal 1.8</b>      | Requires coordination with the cities/town in land use planning and development within their spheres of influence.   |
| <b>Objective 2.6</b> | Within Community Regions, provide adequate public services and facilities to employment-generating uses.   |
| <b>Policy 2.13</b>   | Coordinate County capital improvement programs, including the Road Improvement Program, with the Economic Policy to ensure that public facilities and services are appropriately located and sized, and properly timed to support the desired economic development.                          |

- Policy 3.15** The County shall encourage and may require, where appropriate and feasible, that mechanisms be provided as a condition of discretionary project approval to facilitate the funding of public improvements, which are attributable to that project. Such mechanisms may include, but not be limited to, creation of an independent or dependent entity (independent district, dependent district, county service area, community service district).
- Policy 3.17** The use of community sewer and/or water systems are encouraged where such systems are economically feasible for the intended service area.
- Objective 3.3** Emphasis shall be placed upon the development of sustainable job-generating uses when extending public facilities and services within Community Regions.
- Policy 9.3** The County will continue an ongoing Countywide noise monitoring program. The purpose of this program is to assess the changing noise environment in the County in terms of the existing ambient noise level for typical rural, residential, commercial and industrial areas and to ensure that the Policy 9.1 standards realistically reflect the current needs of the County
- Objective 9.4** Protect the safety and general welfare of people in the vicinity of the Truckee-Tahoe Airport and Nevada County Airpark by promoting the overall goals and objectives of the California Airport Noise Standards (California Administrative Code, Title 21, Section 5000 et seq) and the California Noise Insulation Standards (California Administrative Code, Title 25, Section 28), to prevent the creation of new noise-generated complaints around the two airports, and to minimize the public’s exposure to excessive aircraft-generated noise.
- Policy 9.5** Encourage heavy truck traffic to those routes outside residential areas
- Policy 9.11** Provide for adequate design controls to assist in mitigating on-site the significant adverse impacts of future noise generating land uses through increased setbacks, landscaping, earthen berms, and solid fencing.
- Policy 9.17** Ensure the development of compatible land uses adjacent to the Nevada County Airpark-Airport through the approval of development consistent with the land use maps of the General Plan, recommendations of the Airport Land Use Commission, and the continued enforcement of the Airport Land Use Noise Compatibility Criteria as found in the Nevada County Airpark Master Plan.
- Policy 9.19** The County shall enforce noise standards consistent with the airport noise policies included in the Foothill Airport Land use Commission Comprehensive Land Use Plans for the Truckee-Tahoe Airport, adopted

on December 3, 1986, and for the Nevada County Airpark, adopted on June 3, 1987, as those standards are in effect and may hereafter be amended

**Objective 10.3** Maintain land use and development patterns in the vicinity of airports that reflect and are consistent with airport safety zones.

**Policy 10.7** Through appropriate zoning regulations, the County shall enforce airport ground and height safety areas, and land use compatibility standards, consistent with the Comprehensive Land Use Plans (CLUPs) adopted by the Foothill Airport Land Use Commission for the Truckee-Tahoe Airport and the Nevada County Airpark, as those plans are currently in effect. Changes in the CLUPs shall be reflected in the General Plan.

**Policy 10.21** The County will actively promote prompt clean-up or remediation of properties contaminated by mine waste or other hazardous materials and shall not grant any discretionary or ministerial land use approvals to develop or change boundaries or reconfigure parcels believed to be contaminated unless and until the nature, extent, type and location of the contamination is determined and satisfactory arrangements are made for clean-up or remediation, in accordance with Nevada County standards or state regulations.

**Policy 18.2** The County may adopt Specific Design Guidelines for areas within *Community Regions, Rural Place, and Rural Centers* to provide for the maintenance of community identity, scenic resources and historic sites and areas.

**APPENDIX B**  
**Airport Compatibility and Safety Zone guidelines**

**as identified in the Nevada County Airpark  
Comprehensive Land Use Plan**

**prepared by  
the Foothill Airport Land Use Commission  
June 1987**

## Appendix B

**TABLE B.1  
NEVADA COUNTY AIRPARK CLUP  
SAFETY AREAS NON-COMPATIBLE LAND USES & DENSITIES**

**C – Compatible    NC – Non-compatible    MBC – May be compatible    N/A – Not Applicable**

<i>Use Type</i>	<i>Safety Area 1</i>	<i>Safety Area 2</i>	<i>Safety Area 3</i>	<i>Safety Area 4</i>	<i>Safety Area 5</i>
Any use that would direct a steady or flashing white, red, green or amber color light toward an aircraft engaged in an initial straight climb following takeoff or in a straight final airport approach (other than FAA-approved lights)	NC	NC	NC	NC	N/A
Any use causing sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or a straight final approach toward an airport landing	NC	NC	NC	NC	N/A
Any use which would generate smoke, which could attract large concentrations of birds, or which may otherwise affect safe air navigation	NC	NC	NC	NC	N/A
Any use generating electrical interference that may be detrimental to the operation of aircraft and/or airport instrumentation	NC	NC	NC	NC	N/A
Any hazardous installation, e.g., aboveground oil, gas or chemical storage; excluding facilities for noncommercial, private domestic or agricultural use.	NC	NC	NC	NC	N/A
Permanent structures	NC	N/A	N/A	N/A	N/A
Residential development	NC	N/A	N/A	N/A	N/A
Schools not satisfying Education Code Sec. 17215, stadiums/arenas/spectator sports facilities, auditoriums, concert halls, outdoor amphitheatres, and theaters.	N/A	N/A	N/A	N/A	NC
Any use resulting in a gathering of ten or more persons per acre at any one time	NC	N/A	N/A	N/A	N/A
Any new residential development resulting in building density greater than two dwelling units per acre	N/A	NC	NC	NC	N/A
Uses that do not result in an average density of greater than 25 persons per acre at any time.	N/A	MBC	N/A	N/A	N/A
Uses that do not result in an average density of greater 50 persons per acre at any time.	N/A	N/A	MBC	N/A	N/A
Uses that do not result in an average density of greater 75 persons per acre at any time.	N/A	N/A	N/A	MBC	N/A

**TABLE B.2.a**  
**NEVADA COUNTY AIRPARK CLUP**  
**LAND USE COMPATIBILITY GUIDELINES FOR SAFETY**

**Yes = Compatible    Yes with Footnote = Conditionally Compatible    No = Incompatible**

<i>Land Use Category</i>	<i>Zone 1 Clear Zone</i>	<i>Zone 2 Approach Zone</i>	<i>Zone 3 Approach Zone</i>	<i>Zone 4 Approach Zone</i>	<i>Zone 5 Approach Zone</i>
<b>RESIDENTIAL</b>					
Single family	No	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes
Two family	No	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes
Multi-family	No	No	No	No	Yes
Group quarters	No	No	No	No	Yes
Mobilehome parks or courts	No	No	No	No	Yes
Custodial care facilities	No	No	No	No	Yes <sup>8</sup>
<b>INDUSTRIAL/MANUFACTURING</b>					
Food and kindred products	No	Yes <sup>1</sup>	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Textile mill products	No	Yes <sup>2</sup>	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Apparel	No	Yes <sup>2</sup>	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Lumber and wood products	No	Yes <sup>2</sup>	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Paper and allied products	No	Yes <sup>2</sup>	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Printing, publishing	No	Yes <sup>2</sup>	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Chemical and allied products	No	No	No	No	No
Petroleum refining and related industries	No	No	No	No	No
Rubber and miscellaneous plastic	No	No	No	No	No
Stone, clay and glass products	No	Yes <sup>2</sup>	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Primary metal industries	No	Yes <sup>2</sup>	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Fabricated metal industries	No	Yes <sup>2</sup>	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Miscellaneous manufacturing	No	Yes <sup>2</sup>	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Warehousing/storage	No	Yes <sup>2</sup>	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
<b>TRANSPORTATION, COMMUNICATIONS &amp; UTILITIES</b>					
Railroad	Yes <sup>2</sup>	Yes	Yes	Yes	Yes
Highway and Street ROW	Yes <sup>5</sup>	Yes <sup>2</sup>	Yes	Yes	Yes
Auto parking lots/airplane parking lots	No	Yes <sup>2</sup>	Yes	Yes	Yes
Communications	Yes <sup>5</sup>	Yes <sup>2</sup>	Yes	Yes	Yes
Utilities	Yes <sup>5</sup>	Yes <sup>2</sup>	Yes	Yes	Yes
Other trans., comm., and util.	Yes <sup>5</sup>	Yes <sup>2</sup>	Yes	Yes	Yes

<sup>1</sup> Single-family residential is a compatible land use only if the building density is two or less dwelling units per acre.

<sup>2</sup> Uses compatible if they do not result in an average density of greater than 25 people per acre at any time.

<sup>3</sup> Uses compatible if they do not result in an average density of greater than 50 people per acre at any time.

<sup>4</sup> Uses compatible if they do not result in an average density of greater than 75 people per acre at any time.

<sup>5</sup> No building, structures, fences, above-ground transmission lines, or storage of flammable or explosive material above ground, and no uses resulting in a gathering of more than 10 persons per acre at any time.

<sup>6</sup> No high intensity use or facilities, e.g., playgrounds, ballfields, picnic pavilions.

<sup>7</sup> Uses compatible only if they do not result.

<sup>8</sup> No more than twelve persons under care.

<sup>9</sup> If the requirements of Section 39005 of the Education Code have been satisfied.

**TABLE B.2.b**  
**NEVADA COUNTY AIRPARK CLUP**  
**LAND USE COMPATIBILITY GUIDELINES FOR SAFETY**

<i>Land Use Category</i>	<i>Zone 1 Clear Zone</i>	<i>Zone 2 Approach Zone</i>	<i>Zone 3 Approach Zone</i>	<i>Zone 4 Approach Zone</i>	<i>Zone 5 Approach Zone</i>
<b>COMMERCIAL/RETAIL TRADE</b>					
Wholesale trade	No	No	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Building materials – retail	No	No	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
General merchandise – retail	No	No	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Food – retail	No	No	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Automotive service, sales or repair	No	No	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Apparel and accessories – retail	No	No	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Eating and drinking places	No	No	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Furniture, home furnishing-retail	No	No	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Other retail trade	No	No	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Residential hotels	No	No	Yes <sup>3</sup>	No	Yes
Transient lodging – hotels, motels	No	No	Yes <sup>3</sup>	No	Yes
<b>PERSONAL &amp; BUSINESS SERVICES</b>					
Finance, insurance and real estate	No	Yes <sup>2</sup>	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Personal services	No	Yes <sup>2</sup>	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Business services	No	Yes <sup>2</sup>	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Repair Services	No	Yes <sup>2</sup>	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Contract construction services	No	Yes <sup>2</sup>	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Indoor Recreation services	No	Yes <sup>2</sup>	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
<b>PUBLIC &amp; QUASI-PUBLIC SERVICES</b>					
Hospital, custodial care, preschool	No	No	No	No	Yes <sup>8</sup>
Government services	No	No	No	Yes <sup>4</sup>	Yes
Schools	No	No	No	No	Yes <sup>9</sup>
Cultural activities i.e. church, library	No	No	No	No	Yes
Medical and other health clinics	No	No	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Cemeteries	No	Yes <sup>2</sup>	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes
Other public and quasi-public services	No	No	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes

<sup>1</sup> Single-family residential is a compatible land use only if the building density is two or less dwelling units per acre.

<sup>2</sup> Uses compatible if they do not result in an average density of greater than 25 people per acre at any time.

<sup>3</sup> Uses compatible if they do not result in an average density of greater than 50 people per acre at any time.

<sup>4</sup> Uses compatible if they do not result in an average density of greater than 75 people per acre at any time.

<sup>5</sup> No building, structures, fences, above-ground transmission lines, or storage of flammable or explosive material above ground, and no uses resulting in a gathering of more than 10 persons per acre at any time.

<sup>6</sup> No high intensity use or facilities, e.g., playgrounds, ballfields, picnic pavilions.

<sup>7</sup> Uses compatible only if they do not result.

<sup>8</sup> No more than twelve persons under care.

<sup>9</sup> If the requirements of Section 39005 of the Education Code have been satisfied.

**TABLE B.2.c**  
**NEVADA COUNTY AIRPARK CLUP**  
**LAND USE COMPATIBILITY GUIDELINES FOR SAFETY**

**Yes = Compatible    Yes with Footnote = Conditionally Compatible    No = Incompatible**

<i>Land Use Category</i>	<i>Zone 1 Clear Zone</i>	<i>Zone 2 Approach Zone</i>	<i>Zone 3 Approach Zone</i>	<i>Zone 4 Approach Zone</i>	<i>Zone 5 Approach Zone</i>
<b>RECREATION</b>					
<b>Neighborhood parks</b>	<b>No</b>	<b>Yes<sup>2,3</sup></b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Community and Regional</b>	<b>No</b>	<b>Yes<sup>2,6</sup></b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Nature exhibits</b>	<b>No</b>	<b>Yes<sup>2</sup></b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Spectator sports, stadiums, arenas</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Golf course, riding stables</b>	<b>No</b>	<b>Yes<sup>2</sup></b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Water-based recreational areas</b>	<b>No</b>	<b>Yes<sup>2,6,4</sup></b>	<b>Yes<sup>7</sup></b>	<b>Yes<sup>7</sup></b>	<b>Yes</b>
<b>Resort and group camps</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>Yes</b>
<b>Auditoriums, concert halls, theaters</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Outdoor amphitheaters, music shells</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>RESOURCE PRODUCTION, EXTRACTION &amp; OPEN SPACE</b>					
<b>Agricultural production (crops)</b>	<b>Yes<sup>5,3</sup></b>	<b>Yes<sup>7</sup></b>	<b>Yes<sup>7</sup></b>	<b>Yes<sup>7</sup></b>	<b>Yes</b>
<b>Permanent open space</b>	<b>Yes<sup>5,7</sup></b>	<b>Yes<sup>7</sup></b>	<b>Yes<sup>7</sup></b>	<b>Yes<sup>7</sup></b>	<b>Yes</b>
<b>Water areas</b>	<b>Yes<sup>5,7</sup></b>	<b>Yes<sup>7</sup></b>	<b>Yes<sup>7</sup></b>	<b>Yes<sup>7</sup></b>	<b>Yes</b>
<b>Wholesale horticultural production</b>	<b>Yes<sup>5,7</sup></b>	<b>Yes<sup>2,7</sup></b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Livestock farming, animal breeding</b>	<b>No</b>	<b>Yes<sup>2</sup></b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>

<sup>1</sup> Single-family residential is a compatible land use only if the building density is two or less dwelling units per acre.

<sup>2</sup> Uses compatible if they do not result in an average density of greater than 25 people per acre at any time.

<sup>3</sup> Uses compatible if they do not result in an average density of greater than 50 people per acre at any time.

<sup>4</sup> Uses compatible if they do not result in an average density of greater than 75 people per acre at any time.

<sup>5</sup> No building, structures, fences, above-ground transmission lines, or storage of flammable or explosive material above ground, and no uses resulting in a gathering of more than 10 persons per acre at any time.

<sup>6</sup> No high intensity use or facilities, e.g., playgrounds, ballfields, picnic pavilions.

<sup>7</sup> Uses compatible only if they do not result.

<sup>8</sup> No more than twelve persons under care.

<sup>9</sup> If the requirements of Section 39005 of the Education Code have been satisfied.

**APPENDIX C**  
**Development Project Checklist**

**Appendix C**  
**Development Project Checklist**

This checklist has been designed as an additional tool to ensure an efficient permit review process. Land use applications and guidelines are available from the Nevada County Planning Department office, or online from the County website, listing specifically required criteria for submitting an application for a land use permit. You are advised to consult with a County Planner to determine whether your project would benefit from a pre-application review or a Planner consultation.

- ( ) 1. Does your project propose a use allowed by County Zoning Regulations?
- ( ) 2. Have you checked with the County Planning Department to determine if any previous permits have been issued for the project site, in order to identify any issues associated with the site, or whether any required studies have been completed?
- ( ) 3. Have you reviewed the Nevada County Airpark Comprehensive Land Use Plan “Non-Compatible Land Use Table”, and “Land Use Compatibility Guidelines for Safety”, contained in the Appendices, to ensure your project does not conflict with airport safety restrictions?
- ( ) 4. If you propose disturbance of a previously undisturbed site, have you obtained the required studies?
  - \_\_\_ a biological inventory prepared by a pre-qualified Biologist
  - \_\_\_ an archaeological inventory prepared by qualified archaeologist
  - \_\_\_ a geotechnical investigation to assure that no previous mining activity has occurred on the project site
- ( ) 5. If your project site is located adjacent to or within the vicinity of residentially zoned property, consider the following:
  - \_\_\_ a noise study may be required if you propose outdoor activity;
  - \_\_\_ visual or noise buffering may be necessary, dependant on the design of your project, lighting impacts, noise generated by the proposed use or number of employees on the site.
- ( ) 6. Have you completed an On-Site Soils Evaluation (OSSE) for your sewage disposal system?
- ( ) 7. Have you obtained a will serve letter from NID for water service?
- ( ) 8. Have you met with the City of Grass Valley to determine:
  - \_\_\_ if the City requires your site to be annexed prior to processing a development project application;
  - \_\_\_ if no annexation is required, the timelines and requirements for submitting a request for project review by the Development Review Committee;
  - \_\_\_ whether a Traffic Analysis may be recommended?
- ( ) 9. \_\_\_ Have you completed the attached Design Guidelines checklist?
- ( ) 10. \_\_\_ If your project has the potential to emit odors, toxic air contaminants or criteria air pollutants or precursors (e.g. spray booth/coating operation, generator, baghouse, solvent tank, industrial oven, etcetera), have you contacted the Northern Sierra Air Quality Management District to find out if there are any applicable air pollution control or permitting requirements?”

**APPENDIX D**  
**Design Guidelines Checklist**

**Appendix D**  
**Design Guidelines Checklist**

This checklist has been designed to assist developers in designing a project that will satisfy the Design Guidelines adopted for the Loma Rica Drive Industrial Area. Adopted Design Guidelines are used as a tool for determining whether a project is compatible with surrounding development and County design policies.

***Site Planning***

- ( ) Guideline 1 All new development abutting residential zoning should be designed to minimize outdoor activity areas.
- ( ) Guideline 2 All new redevelopment abutting residential zoning should be designed to minimize views of activity, storage and parking areas from residential properties and residential roads.
- ( ) Guideline 3 Outdoor use and activity areas, (i.e., equipment or storage yards, visible from Brunswick Road, Loma Rica Drive and Greenhorn Road are discouraged).
- ( ) Guideline 4 Solid fencing visible from Brunswick Road, Loma Rica Drive and Greenhorn Road is discouraged.
- ( ) Guideline 5 New development visible from Brunswick Road and Greenhorn Road should orient loading areas away from the primary street.
- ( ) Guideline 6 Tree removal adjacent to Greenhorn Road should be minimized.
- ( ) Guideline 7 Development visible from Greenhorn Road should utilize building form and architectural treatment compatible with the adjacent rural neighborhood, incorporating pitched roofs with minimum 2-foot overhangs, wood, simulated wood or masonry building materials, muted colors, and non-reflective roofing materials.
- ( ) Guideline 8 New development should locate offices at the front of the building to break down massing and to provide easy access to customers and employees.
- ( ) Guideline 9 New and re-development should incorporate a height and scale that is compatible with that of surrounding development, incorporating simple forms for the building type, particularly where needed to reduce the bulk of large buildings.
- ( ) Guideline 10 Expansions or remodels fronting on Loma Rica Drive that cannot feasibly achieve site planning goals of this Chapter, should consider inclusion of other design elements, including the use of paint colors to unify incompatible structures, and landscaping to screen incompatible areas from roadway views.
- ( ) Guideline 11 For projects sites visible from Loma Rica Drive and Greenhorn Road, minimize the visual impact of large buildings with the proper use of windows, structural bays, roof overhangs, awnings, and other details

- ( ) Guideline 12 Use local architecture, both historic and recently built, as an example for design and details, especially for those projects sites visible from Loma Rica Drive and Greenhorn Road. Where compatible with adjacent development, appropriate details include:
  - Brick or rock detailing.
  - Refined millwork and finished carpentry on wood structures.
- ( ) Guideline 13 Avoid flat roofs, piecemeal mansard roofs used on a portion of the building perimeter only, and nearly vertical or A-frame roofs.
- ( ) Guideline 14 Articulate buildings with flat roofs with cornices to provide appropriate and consistent scale between buildings.
- ( ) Guideline 15 Windows and doors should be proportionate and should relate to one another in character; windows should be vertically proportioned with height greater than width.
- ( ) Guideline 16 Unfinished aluminum windows should be avoided.
- ( ) Guideline 17 Materials should be durable and require low maintenance but not at the expense of the quality of the design.
- ( ) Guideline 18 Frequent changes in materials should be avoided.
- ( ) Guideline 19 Materials should be compatible with the character of existing architecture.
- ( ) Guideline 20 Horizontal changes in materials should be avoided.
- ( ) Guideline 21 Materials used on the front facade should wrap the corners to avoid a “false facade” feeling to the building.
- ( ) Guideline 22 Appropriate building materials include corrugated metal siding and concrete block.
- ( ) Guideline 23 New development on projects sites visible from Loma Rica Drive and Greenhorn Road, should consider, where compatible with adjacent development, use of the following building materials:
  - Board and batten siding.
  - Horizontal wood or fiber cement board siding.
  - Brick or river rock for wainscoting.
  - Heavy timber where appropriate with building scale.
  - Avoid bare metal, highly reflective surfaces, illuminated roofing, and high contrast or brightly colored glazed tile.
- ( ) Guideline 24 Appropriate roofing materials include:
  - Composite shingles.
  - Standing seam metal roofing.

- Corrugated metal where appropriate, including projects sites visible from Loma Rica Drive and Greenhorn Road.

- ( ) Guideline 25 All new buildings should be pre-wired to accommodate Internet reception, where necessary. Satellite dish antennas are discouraged on roofs and should be considered early in the design process for location and screening.
- ( ) Guideline 26 All new and re-development should use earth tones similar to natural tones found in the area, and the colors of primary building materials, such as stone, brick, and hardwood, as the base colors for new development.
- ( ) Guideline 27 Use subdued, muted colors as the primary color on large wall expanses, and with brighter, contrasting colors for trim when appropriate; the use of bright jarring colors and intense white color are discouraged.
- ( ) Guideline 28 New development fronting on Loma Rica Drive should break large parking lots into several smaller lots.
- ( ) Guideline 29 New development should provide parking lot connections between adjacent properties where possible.
- ( ) Guideline 30 Consider permeable surfaces for parking provided in excess of required parking
- ( ) Guideline 31 Encourage water conservation through the retention of existing, onsite vegetation as well as the responsible integration of native or drought tolerant species of plants.
- ( ) Guideline 32 Pedestrian access to structures should be considered in the design of all landscaped areas.
- ( ) Guideline 33 Planting next to walkways, within plazas, and adjacent to other pedestrian spaces should include smaller species of shrubs and trees to maintain an intimate human scale and canopied trees to provide shade during the summer.
- ( ) Guideline 34 Where the County has identified excess right of way, landscaping that does not conflict with traffic safety is encouraged within the excess right of way.

***Signs***

- ( ) Guideline 35 Signs should be consistent with other signs and structures within the project in size, color, materials and placement.
- ( ) Guideline 36 Signage should be located so that it is easily located, clearly visible and legible; placed at or near the entrance to a structure or site to indicate the most direct access.
- ( ) Guideline 37 Signage should be designed with lettering proportionate to overall sign background, with sign size and scale allowing the sign to be easily read without it dominating the character of the project.

- ( ) Guideline 38 Specially designated areas such as visitor parking, structure entrances, and loading and receiving should be designated with signage.
- ( ) Guideline 39 Monument signs made of natural materials and that use external lighting are the preferred alternative for business identification whenever possible.
- ( ) Guideline 40 Monument signs made of natural materials and that use external lighting are the preferred alternative for business identification whenever possible.
- ( ) Guideline 41 Exterior lighting should be designed to utilize only the amount of light needed for the intended task, incorporating fixtures with a design consistent with western Nevada County’s small town and rural character.
- ( ) Guideline 42 Use efficient, high quality light fixtures to control light output and to reduce energy waste. Photovoltaic light fixtures are encouraged and should be utilized where feasible.
- ( ) Guideline 43 When solar panels are used, integrate them into roof design, flush with the roof slope. Frame colors should match roof colors and mechanical equipment should be screened.
- ( ) Guideline 44 All new and redevelopment is encouraged to incorporate the following cost-saving guidelines contained within the Western Nevada County Design Guidelines:
  - Orient buildings, when appropriate, to take advantage of solar access for passive lighting, heating, and cooling options.
  - Encourage the use of compact fluorescent compatible fixtures in place of standard incandescent fixtures to meet lighting needs.
  - Incorporate daylighting and proper placement of windows and skylights to take advantage of natural light.
  - Install room lighting occupancy sensors, dimmers, timers, and light-sensitive switches (for outdoor lighting).
  - Incorporate high efficiency, low emissivity windows and superwindows.
  - Utilize energy efficient appliances, including the highest efficiency water heaters and incorporate solar water heaters where appropriate.
  - Install high quality water saving faucets, showerheads, and toilets.
  - Use renewable energy technologies where cost-effective, (i.e., solar water heaters, photovoltaic panels, wind generators).
  - Specify energy efficient mechanical systems and energy management control systems (i.e., programmable thermostats, etc.) for heating, cooling, and ventilation systems; encourage passive heating and cooling systems that utilize operable windows and take advantage of natural ventilation.

**APPENDIX E**  
**Parcel Date by Assessors Parcel Number**

**Appendix E**  
**Parcel Data by Assessors Parcel Number**

**TABLE E.1**  
**PARCEL DATA BY ASSESSORS PARCEL NUMBER**

	<i>APN</i>	<i>GIS ACRES</i>	<i>LEGAL DESC</i>	<i>AIRPORT SAFETY ZONES</i>	<i>FEMA MAP #</i>	<i>LAND USE FILES</i>
1	06-370-27	2	PCL B PM 9/107	Zone 5	060210 0607D 2/5/97	SP86-01; DP04-002
2	06-370-28	1.6	PCL D OF PM 9/107	Zone 5	060210 0607D 2/5/97	U84-53
3	06-370-31	1.42	PCL B OF PM 8/67	Zone 5	060210 0625D 2/5/97	DP02-004; SP95-10
4	06-370-33	2	PCL C PM 8/67	Zone 5	060210 0607D 2/5/97	SP87-2; AV91-001; MSP97-006
5	06-370-34	8.46	LOT 12 LOMA RICA IND PK	Zone 5	060210 0607D 2/5/97	SP75-17; U95-005; MSP00-001
6	06-370-36	1.07	PARCEL A, OF PM 9/69	Zone 5	060210 0607D 2/5/97	SP87-9; SP94-07
7	06-370-37	1.07	PCL B PM 9/69	Zone 5	060210 0607D 2/5/97	SP88-13
8	06-370-38	1.25	PCL C PM 9/69	Zone 5	060210 0607D 2/5/97	SP77-78; DP03-001
9	06-370-39	1.61	PCL D PM 9/69	Zone 5	060210 0607D 2/5/97	SP80-12
10	06-370-44	1	PCL B PM 9/173	Zone 5	060210 0607D 2/5/97	PA07-021; DP08-003
11	06-370-45	1	PCL C LOMA RICA IND PK	Zone 5	060210 0607D 2/5/97	SP88-10
12	06-370-46	1	PCL D PM 9/173	Zone 5	060210 0607D 2/5/97	U84-62
13	06-370-49	2	PCL C OF PM 10/60	Zone 5	060210 0607D 2/5/97	DP05-005
14	06-370-50	2	PCL D OF PM 10/60	Zone 5	060210 0607D 2/5/97	SP77-19
15	06-370-51	2	PCL A PM 10/95	Zone 5	060210 0607D 2/5/97	SP76-004; SP87-4; SP77-35
16	06-370-52	2	PCL B PM 10/95	Zone 5	060210 0607D 2/5/97	SP91-12; SP74-91
17	06-370-53	1.56	PCL C PM 10/95	Zone 5	060210 0625D 2/5/97	SP90-01
18	06-370-54	1.56	PCL D PM 10/95	Zone 5	060210 0625D 2/5/97	SP91-003; U94-010; U00-019
19	06-370-55	1	PCL 1 PM 10/146	Zone 5	060210 0607D 2/5/97	SP94-05
20	06-370-56	1	PCL 2 PM 10/146	Zone 5	060210 0607D 2/5/97	SP76-31
21	06-370-57	1.1	PCL A PM 10/145	Zone 5	060210 0607D 2/5/97	SP80-19; SP80-7; SP79-35
22	06-370-58	1.1	PCL B PM 10/145	Zone 5	060210 0607D 2/5/97	SP80-10

23	06-370-59	1.1	PCL C PM 10/45	Zone 5	060210 0607D 2/5/97	SP81-18
24	06-370-62	1.31	PCL 1 PM 11/125	Zone 5	060210 0625C 7/2/87	SP99-001
25	06-370-63	1.31	PCL 2 PM 11/125	Zone 5	060210 0607D 2/5/97	SP77-52
26	06-370-64	1.31	PCL 3 PM 11/125	Zone 5	060210 0607D 2/5/97	SP84-4; SP85-23; MSP95-05
27	06-370-67	1	PCL 1 PM 14/58	Zone 5	060210 0607D 2/5/97	SP86-5; SP78-77; SP78-56
28	06-370-68	1	PCL 2 PM 14/58	Zone 5	060210 0607D 2/5/97	U84-80;
29	06-370-71	2.37	PCL 1 PM 17/192	Zone 5	060210 0607D 2/5/97	SP88-16; U81-32; U84-5; U84-18
30	06-370-72	3.05	PCLS D & E PM 10/145	Zone 5	060210 0625C 7/2/87	SP90-001
31	06-370-73	5.11	PCL 1 PM 18/286	Zone 5	060210 0625C 7/2/87	SP91-020; SP95-006
32	06-370-74	1.78	PCL 2 PM 18/286	Zone 5	060210 0607D 2/5/97	SP91-010
33	06-370-75	3.24	PTN PCL B PM 17/88	Zone 5	060210 0607D 2/5/97	SP80-33; SP88-7; 79-44; SP79-49; U80-15
34	06-370-77	2.58	PCL A PTN PCL B PM 17/88	Zone 5	060210 0607D 2/5/97	SP78-48; SP85-8
35	06-380-04	41.16	PTNS NE ¼ & NW 1/4 30-16-9	por Zones 1/2/5	060210 0607D 2/5/97	SP77-41; U79-13; U80-18; SP83-5; U84-29; NC95-002; NC99-003; NC99-009; NC01-001; NC03-004
36	06-380-11	7.27	LOT 1 LOMA RICA INDRIAL PK (TNF)	Zone 5	060210 0607D 2/5/97	
37	06-380-23	1.11	LOT 4-D LOMA RICA IND PK	Zone 5	060210 0607D 2/5/97	BP7308
38	06-380-25	1.22	LOT 3-C LOMA RICA IND PK	Zone 5	060210 0607D 2/5/97	MSP87-18
39	06-380-27	2.48	PCL A PM 3/95 Common Area	Zone 5	060210 0607D 2/5/97	SP71-1; SP78-76; SP85-3
40	06-380-29	1.11	LOT 4-C LOMA RICA IND PK	Zone 5	060210 0607D 2/5/97	SP94-007
41	06-380-33	1.3	PTN LOT 2 LOMA RICA IND PK	Zone 5	060210 0607D 2/5/97	Co.
42	06-380-36	1.77	PCL B PM 5/227	por. Zone 1	060210 0607D 2/5/97	U79-13; SP75-34; SP88-18; SP91-09
43	06-380-37	1.53	PCL A PM 5/227	por. Zone 1	060210 0607D 2/5/97	U06-018
44	06-380-38	1.64	PCL C PM 5/227	Zone 5	060210 0607D 2/5/97	SP77-65
45	06-380-39	1.64	PCL D PM 5/227	Zone 5	060210 0607D 2/5/97	U73-45
46	06-380-43	1.26	PCL 1 PM 11/227	por. Zones 1/5	060210 0607D 2/5/97	Vacant – no file data
47	06-380-44	1.28	PCL 2 PM 11/227	por. Zones 1/5	060210 0607D 2/5/97	SP77-58
48	06-380-45	2.52	PCL 3 PM 11/227	por. Zones 1/5	060210 0607D 2/5/97	SP88-10

49	06-380-46	2.52	PCL 4 PM 11/227	por. Zones 1/5	060210 0607D 2/5/97	U94-62; SP95-10
50	06-380-49	6.65	LOT 5A PM 14/34	Zone 5	060210 0607D 2/5/97	U77-13; U04-022; DP07-002
51	06-380-50	0.04	LOT 5B PM 14/34 (DPW tower)	Zone 5	060210 0607D 2/5/97	
52	06-380-51	2.03	PM 11/227 (por. Airport Rd)	Zone 1	060210 0607D 2/5/97	
53	06-380-52	10.73	LOT 6 LOMA RICA IND PK	por. Zones 1/5	060210 0607D 2/5/97	SP77-41; SP78-30
54	06-380-53	2.9	4A,4B PTN 5 LOMA RICA IND PK	Zone 5	060210 0607D 2/5/97	EIS03-018; NC01-001; NC99-007
55	06-380-56	2.11	LT 1A LOMA RICA IND PK (Airport Rd)	Zone 5	060210 0607D 2/5/97	
56	06-380-57	3.39	3A,3B LOMA RICA IND PK	Zone 5	060210 0607D 2/5/97	
57	06-380-58	2.23	PCL B PM 3/95	Zone 5	060210 0607D 2/5/97	SP83-5
58	06-380-59	1.22	PCL 3D LOMA RICA IND PK	Zone 5, 55 CNEL	060210 0607D 2/5/97	SP77-6; SP79-035
59	06-380-60	1.3	PCL D PM 3/95	Zone 5	060210 0607D 2/5/97	SP77-6; SP79-035
60	06-380-61		PTN N 1/2 30-16-9	por. Zones 1/5	060210 0607D 2/5/97	FM04-002
61	06-380-62	6.25	PTN N 1/2 30-16-9	por. Zones 1/5	060210 0607D 2/5/97	FM04-002
62	06-380-63	17.25	PTN NE 1/4 30-16-9	por. Zones 1/5	060210 0607D 2/5/97	FM04-002
63	06-391-01	6.35	PTN W 1/2 OF SW 1/4 30-16-9	Zone 5	060210 0607D 2/5/97	SP89-10; U89-31; V89-05
64	06-391-35	2.51	PTN SW 1/4 30-16-9	Zone 5	060210 0625D 2/5/97	DP06-004; LA
65	06-391-36	3.17	PTN SW 1/4 30-16-9	Zone 5	060210 0625D 2/5/97	Vacant – no file data
66	06-391-37	23.89	PTN SW 1/4 30-16-9	Zone 5	060210 0625D 2/5/97	U84-52; U90-06; SP90-02
67	06-391-38	2.41	PTN SE 1/4 OF 25-16-8	Zone 5	060210 0625D 2/5/97	Vacant – no files
68	06-401-02	23.61	PTNS NE 1/4 & NW 1/4 29-16-9	Zone 5	060210 0650B 1/19/83	NID
69	06-401-03	51.46	PTN N 1/2 29-16-9	Zone 5	060210 0650B 1/19/83	
70	06-620-04	0.12	PTN PARK LOMA RICA SUBD	Zone 5	060210 0607D 2/5/97	Drainage easement
71	06-620-06	0.58	LOT 6 PARK LOMA RICA SUBD	Zone 5	060210 0607D 2/5/97	
72	06-620-07	0.38	LOT 2 PARK LOMA RICA	Zone 5	060210 0607D 2/5/97	
73	06-620-08	0.35	LOT 1 PARK LOMA RICA SUBD	Zone 5	060210 0607D 2/5/97	
74	06-620-09	0.56	LOT 3 PARK LOMA RICA SUBD	Zone 5	060210 0607D 2/5/97	

75	06-620-10	0.52	LOT 8 PARK LOMA RICA SUBD	Zone 5	060210 0607D 2/5/97	
76	06-620-11	0.46	LOT 9 PARK LOMA RICA	Zone 5	060210 0607D 2/5/97	
77	06-620-12	0.54	LOT 7 PARK LOMA RICA	Zone 5	060210 0607D 2/5/97	U71-35
78	06-620-13	0.56	LOT 5 PARK LOMA RICA SUBD	Zone 5	060210 0607D 2/5/97	
79	06-620-14	0.55	LOT 4 PARK LOMA RICA SUBD	Zone 5	060210 0607D 2/5/97	
80	06-620-16	0.35	PTN SW 1/4 30-16-9	Zone 5	060210 0607D 2/5/97	
81	06-620-17	0.23	PTN SW 1/4 30-16-09	Zone 5	060210 0625D 2/5/97	
82	06-620-19	5.61	PTN SW 1/4 30-16-9	Zone 5	060210 0625D 2/5/97	Z81-49; CL04-015
83	06-620-20	5.52	PTN SW 1/4 30-16-9	Zone 5	060210 0625D 2/5/97	U75-44
84	06-620-21	5.27	PCL A COMMON AREA E106	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004; U00-020
85	06-620-22	0.04	UNIT 101 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
86	06-620-23	0.04	UNIT 102 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004;
87	06-620-24	0.04	UNIT 103 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
88	06-620-25	0.04	UNIT 104 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
89	06-620-26	0.04	UNIT 105 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
90	06-620-27	0.04	UNIT 106 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
91	06-620-28	0.04	UNIT 107 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
92	06-620-29	0.04	UNIT 108 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
93	06-620-30	0.04	UNIT 109 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
94	06-620-31	0.04	UNIT 110 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
95	06-620-32	0.04	UNIT 111 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
96	06-620-33	0.04	UNIT 112 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
97	06-620-34	0.04	UNIT 113 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
98	06-620-35	0.04	UNIT 114 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
99	06-620-36	0.04	UNIT 115 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
100	06-620-37	0.04	UNIT 116 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004

101	06-620-38	0.04	UNIT 117 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
102	06-620-39	0.04	UNIT 118 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
103	06-620-40	0.04	UNIT 119 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
104	06-620-41	0.04	UNIT 120 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
105	06-620-42	0.04	UNIT 121 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
106	06-620-43	0.04	UNIT 122 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
107	06-620-44	0.04	UNIT 123 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
108	06-620-45	0.04	UNIT 124 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
109	06-620-46	0.04	UNIT 125 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
110	06-620-47	0.04	UNIT 126 COYOTE HILL CONDO	Zone 5	060210 0607D 2/5/97	DP03-002; FM03-004
111	06-900-01	0.0216	#1 AIRPORT IND COM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
112	06-900-02	0.0217	#2 AIRPORT IND COMS-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64; SP86-14
113	06-900-03	0.0211	#3 AIRPORT IND COMS-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
114	06-900-04	0.0198	#4 AIRPORT IND COMS-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
115	06-900-05	0.021	#5 AIRPORT IND COMS-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
116	06-900-06	0.0196	#6 AIRPORT IND COMS-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
117	06-900-07	0.0206	#7 AIRPORT IND COMS-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
118	06-900-08	0.0209	#8 AIRPORT IND COMS-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
119	06-900-09	0.0207	#9 AIRPORT IND COMS-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
120	06-900-10	0.0215	#10 AIRPORT IND COM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
121	06-900-11	0.0219	#11 AIRPORT IND COM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
122	06-900-12	0.0213	#12 AIRPORT IND COM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
123	06-900-13	0.0223	#13 AIRPORT IND COM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
124	06-900-14	0.0211	#14 AIRPORT IND COM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
125	06-900-15	0.0211	#15 AIRPORT IND COM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
126	06-900-16	0.0217	#16 AIRPORT IND COM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64

127	06-900-17	0.0221	#17 AIRPORT IND COM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
128	06-900-18	0.0238	#18 AIRPORT IND COM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
129	06-900-19	0.0211	#19 AIRPORT IND COM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
130	06-900-20	0.0214	#20 AIRPORT IND COM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
131	06-900-21	0.0209	#21 AIRPORT IND COM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
132	06-900-22	0.02	#22 AIRPORT IND COM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
133	06-900-23	0.0203	#23 AIRPORT IND COM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
134	06-900-24	0.0221	#24 AIRPORT IND COM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
135	06-900-25	0.0217	#25 AIRPORT INDCOM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
136	06-900-26	0.022	#26 AIRPORT IND COM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
137	06-900-27	0.0217	#27 AIRPORT IND COM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
138	06-900-28	0.0208	#28 AIRPORT IND COM-CONDO	Zone 5	060210 0607D 2/5/97	PM79-11; SP79-64
139	06-900-29	2	COMMON AREA AIRPORT INDST	Zone 5	060210 0607D 2/5/97	SP79-11; PM79-64
140	06-910-01	2	COMMON AREA FAUCHER INDST CNDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51; MSP88-002
141	06-910-02	0.0277	#1-A FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
142	06-910-03	0.0274	#1-B FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
143	06-910-04	0.0353	#2 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
144	06-910-05	0.0375	#3 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
145	06-910-06	0.0327	#4 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
146	06-910-07	0.0347	#5 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
147	06-910-08	0.0364	#6 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
148	06-910-09	0.0236	#7 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
149	06-910-10	0.0241	#8 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
150	06-910-11	0.0239	#9 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
151	06-910-12	0.024	#10 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
152	06-910-13	0.0243	#11 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51

153	06-910-14	0.024	#12 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
154	06-910-15	0.024	#13 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
155	06-910-16	0.0236	#14 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
156	06-910-17	0.0271	#15 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
157	06-910-18	0.0242	#16 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
158	06-910-20	0.0244	#18 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
159	06-910-21	0.0256	#19 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
160	06-910-22	0.0236	#20 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
161	06-910-23	0.0309	#21 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
162	06-910-24	0.0311	#22 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
163	06-910-25	0.0344	#23 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
164	06-910-26	0.0307	#24 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
165	06-910-27	0.0342	#25 FAUCHER INDST CONDO	Zone 5	060210 0607D 2/5/97	SP85-21; U85-21; PM85-51
166	06-920-02	2.82	LOT 1 ENGLISH MTN PK PH 1	Zone 5	060210 0607D 2/5/97	SP99-002; PM99-010
167	06-920-03	2.19	LOT 2 ENGLISH MTN PK PH 1	Zone 5	060210 0607D 2/5/97	SP99-002; PM99-010
168	06-920-05	6.35	LOT 11 ENGLISH MTN PK PH 1	Zone 5	060210 0607D 2/5/97	PM99-010
169	06-920-04	2.06	LOT 10 ENGLISH MTN PK PH 1	Zone 5	060210 0607D 2/5/97	PM99-010
170	06-920-06	1.74	LOT 12 ENGLISH MTN PK PH 1	Zone 5	060210 0607D 2/5/97	DP00-001; PM99-010
171	06-920-07	2.13	LOT 13 ENGLISH MTN PK PH 1	Zone 5	060210 0607D 2/5/97	DP04-006; PM99-010
172	06-920-08	2.17	LOT 14 ENGLISH MTN PK PH 1	Zone 5	060210 0607D 2/5/97	PM99-010
173	06-920-09	2.42	LOT 15 ENGLISH MTN PK PH 1	Zone 5	060210 0607D 2/5/97	DP07-004; PM99-010
174	06-920-10	2.29	LOT 16 ENGLISH MTN PK PH 1	Zone 5	060210 0607D 2/5/97	DP06-001; PM99-010
175	06-920-15	6.35	LOT 3 ENGLISH MTN PK PH 2	Zone 5	060210 0607D 2/5/97	PM91-40; PM99-003
176	06-920-16	4.1	LOT 4 ENGLISH MTN PK PH 2	Zone 5	060210 0607D 2/5/97	PM91-40; PM99-003
177	06-920-17	3.62	LOT 5 ENGLISH MTN PK PH 2	Zone 5	060210 0607D 2/5/97	DP05-002PM91-40; PM99-003
178	06-920-18	7.02	LOT 6 ENGLISH MTN PK PH 2	Zone 5	060210 0607D 2/5/97	DP05-001; PM91-40; PM99-003

179	09-570-62	47.32	PTN 25-16-8 & 30-16-9	Por Zones 1,2,5	060210 0607D 2/5/97	LA01-035
180	09-570-65	13.39	PTN NE 1/4 OF SE 1/4 25-16-8	Zone 5	060210 0607D 2/5/97	LA01-035
181	09-581-03	10.69	PTN SE 1/4 25-16-8	Zone 5	060210 0625D 2/5/97	U89-31

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