

Taylor Day

From: Janet Goodban [REDACTED]
Sent: Tuesday, September 10, 2024 10:24 AM
To: Public Comments
Subject: Dorsey Marketplace

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello,

I won't be able to attend the meeting tonight, but wanted to let you know I do NOT approve of the Dorsey Marketplace due to environmental concerns. We just narrowly did away with the mine being reopened, and now have this to contend with.

This will change not only the landscape of our beautiful town forever, but will cause air quality decline, traffic snarls, noise and pollution, and I'm afraid it will negatively impact our downtown businesses that are already struggling.

People come up here to live in this gorgeous area of the foothills (I know I did over 20 years ago), not to just move to yet another city with traffic, noise and air pollution. Yes, it might be a little inconvenient to drive to Auburn to shop the larger stores, but is that really worth sacrificing the trees and the beauty of our small town? Let's try to keep it a city with a "small town feel" as long as we can, and not let money-hungry corporations change our scene forever.

PLEASE vote no on this project and please add this email to responses tonight!

Sincerely,

Janet Goodban
Grass Valley

Taylor Day

From: [REDACTED]
Sent: Tuesday, September 10, 2024 10:23 AM
To: COGV General Voicemail
Subject: New York HotDog Cart

You don't often get email from [REDACTED] m. [Learn why this is important](#)

I am in total support of the NYHDCo being on the corner of East Main and Presley, I have been working in the medical field around this area since 1998 and it is nice to have a place to grab a quick lunch and not have to stand in line at a restaurant. NYHDCo has a wonder owner and is very pleasant to chat with while getting lunch. Please let him continue to serve the public at this location. He has already jumped through the hoops of having to get the license with the City of Grass Valley.

Michelle Brady

Taylor Day

From: Michael Wilkie [REDACTED]
Sent: Sunday, September 8, 2024 8:48 AM
To: Public Comments
Cc: Tim Kiser
Subject: Deny CHA Carports Appeal

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

To: the Grass valley City Council

In this case it would be wrong to countermand the Planning Commission and the appeal should be denied.

CHA is not a local Mom & Pop apartment operator. It's a sophisticated conglomerate operating 21 apartment complexes with thousands of units. They knew or should have known that full replacement insurance coverage was needed. They benefitted from years low premiums being under-insured. Poor business practice on their part is no reason they should be allowed to shirk their obligation to the City

While technically a non-profit, that does not mean CHA works for free and doesn't get paid. There are fees for management, collection, applications, credit reports and the list goes on. And how about over-rides on vendors, subcontractors and capital improvements. Then there's the employee costs, it would be very telling to see how much the compensation packages for Isham and Ragsdale are.

Like a Home Owners Association with the Sterling-Davis Act, CHA should have been setting aside reserve funding for such things as roofs, windows, cabinets, appliances and yes, carports. Poor business practice on their part is no reason they should be allowed to shirk their obligation to the City.

They snoozed on FEMA repair grants, which they knew or should have known about.

Tenants expect car ports and they add to the visual appeal instead on just more plain asphalt. Not having them degrades our community

They illegally demolished the damaged car ports, deceptively running roughshod over our Community.

They already rec'd \$484,000 of insurance money for the carports. If they don't have to replace the carports, will whatever is left over after the cost of demolition be a windfall?

Using Senate Bill 721 as an excuse is immaterial smokescreen. It's completely unrelated and they have not even come forth with any improvements will be required.

For all the right reasons, the appeal should be denied.

Michael Wilkie
Grass Valley

Taylor Day

From: [REDACTED]
Sent: Friday, September 6, 2024 5:02 PM
To: Public Comments
Cc: Bjorn Jones; Tim Kiser
Subject: reduce speeds not crosswalks

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,

I think I understand the pedestrian safety reasoning for potentially eliminating cross walks in downtown GV, but I don't agree with it. I'm thinking GV officials have really made a point of wanting to make downtown more pedestrian/wheelchair user friendly by establishing the fabulous area on Mill between Main and Neal to be car free. I ask that GV officials continue in that vein by forcing vehicle drivers to slow down and be much more attentive when driving on Neal, Main and Auburn Streets especially please!

Please have the speed limit lowered and speed humps installed throughout the area and make sure drivers know those lower speeds will be enforced. Change the stop light at Auburn and Main to be red for vehicles when the walk light is on in all directions! If drivers don't want to be "inconvenienced" by having to slow down and be attentive to more vulnerable transportation users then make it clear by signage, etc, to drive elsewhere to get through town. There should not be any reason to eliminate any downtown crosswalks which would inconvenience pedestrians and wheelchair users, especially when GV officials seem to want to draw more pedestrians and the like to downtown.

Doing the above would expand the walkability of downtown by blocks, inviting more people to shop, eat, drink and enjoy more events in the larger, safer area, utilizing even more of the wonderful "parklets" along Main St.

Thanks and Regards,

Mary Furney
Grass Valley

Taylor Day

From: Gary Baker [REDACTED]
Sent: Thursday, September 5, 2024 4:47 PM
To: COGV General Voicemail
Subject: Dorsey Marketplan - Am Alternative

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dorsey Marketplace – An Alternative

As the Dorsey Marketplace project returns again to the Grass Valley City Council, I had an idea to evaluate the current project against a “Conceptual” alternative project. The issues of the current proposal being discussed are related only to the air quality impacts. However the broader issues of traffic, the size of the commercial are other concerns raised by the community. The idea presented below compares the existing project with a “Conceptual” revised plan proposed with the intent of reducing air quality impacts and reducing traffic by reducing the size of the commercial area to 40,000 SF and adding additional housing. Both market rate and affordable housing were considered in the evaluation. We also examined the expected difference in tax revenues for the city, construction costs and the rate of return on investment for comparative purposes. One version of the conceptual plan included 50% of the housing units to be affordable and a 15% density bonus was included. The affordable units averaged 60% of market rate rents. When weighed against the current proposal there are more residential units and lower traffic impacts and far less CO2 emissions. However, both the original project and the “Conceptual” revised plan face concerns over low returns on investment.

“Conceptual” Revised Plan vs. Existing Plan

The “Conceptual” revised plan proposes reducing the **commercial space** from **104,350 square feet** to **40,000 square feet**, and with the **15% density bonus**, increases the residential units from **172 to 255**, of which **50% will be designated as affordable housing**. The existing plan, in contrast, offers a larger commercial footprint and **172 market-rate residential units**, creating a more immediate financial return through higher commercial activity.

Meager ROI for Both Projects

Both the “Conceptual” revised and current plans struggle to deliver strong financial returns. The current plan, with its mixed-use format of commercial and residential units, results in an **ROI of 0.85%**—well below the **8-12%** typically expected for such developments. The “Conceptual” revised plan, despite offering more units and addressing affordable housing needs, suffers from an even lower **ROI of 0.12%** due to reduced rental income from affordable units. Developers would need to rely heavily on **public funding**, including **Low-Income Housing Tax Credits (LIHTC)** and **Section 8 vouchers**, to offset the losses and improve financial viability.

Property Tax and Sales Tax Revenues to Grass Valley

The **city of Grass Valley** stands to benefit from both **property tax** and **sales tax** revenues, but the numbers vary between the two plans:

- **Current Plan (104,350 SF commercial + 172 residential units):**

- **Property Tax Revenue:** \$829,050 annually
- **Sales Tax Revenue:** \$365,225 annually (from commercial activity)
- **Total Annual Tax Revenue: \$1,194,275**
- **“Conceptual” Revised Plan (40,000 SF commercial + 255 residential units, 50% affordable):**
 - **Property Tax Revenue:** \$786,000 annually
 - **Sales Tax Revenue:** \$140,000 annually
 - **Total Annual Tax Revenue: \$926,000**

Despite the increased residential density, the smaller commercial component in the revised plan results in lower overall tax revenue for the city compared to the current project. The city would lose out on about **\$268,275 annually** if the “Conceptual” revised plan moves forward.

Traffic Impacts: Fewer Cars, More Units

A notable benefit of the “Conceptual” revised plan is its **reduced traffic impact**. With fewer commercial spaces and more residential units, the “Conceptual” revised project is expected to generate **3,376 vehicle trips per day (VTD)**, significantly lower than the **5,550 VTD** in the current plan. This **40% reduction** in total traffic is crucial for Grass Valley, which has struggled with congestion in the area. However, the “Conceptual” revised plan’s **255 residential units** could lead to some localized traffic issues, particularly around residential areas.

Greenhouse Gas / CO2 Impacts

The **environmental benefits** of the “Conceptual” revised plan extend beyond traffic. A reduced commercial footprint and a focus on residential development would lower **greenhouse gas (GHG) emissions**:

- **Current Plan:** Estimated **6,986 metric tons of CO2 annually**, driven by commercial activities and vehicle trips to the retail spaces.
- **“Conceptual” Revised Plan:** Estimated **3,395 metric tons of CO2 annually**, a **50% reduction** in emissions, thanks to fewer commercial vehicle trips and smaller retail spaces.

This significant drop in emissions makes the revised plan a more sustainable option for the long term, aligning with Grass Valley’s environmental goals.

Market-Rate Housing: More Profitable but Still Underwhelming

If the “Conceptual” project were to consist entirely of **market-rate housing**, the financial outlook would improve. In a scenario with **222 market-rate units** and **40,000 square feet of commercial space**, the “Conceptual” project’s **net income** would rise to **\$866,117 annually**, yielding a higher **ROI of 1.35%**. However, this still falls short of the expected ROI for mixed-use projects, reflecting the broader challenges in the local market.

While this “Conceptual” market-rate housing model is more profitable, it sacrifices the **social benefits** of affordable housing and still does not deliver the financial returns typically expected for mixed-use developments. Moreover, the **sales tax revenue** from the reduced commercial space remains low in both the affordable and market-rate scenarios, limiting the overall financial benefits to the city.

Balancing Social and Financial Goals

Grass Valley's decision on the **Dorsey Marketplace** project must balance the city's need for housing or affordable housing, reduced traffic congestion, and sustainability with the financial realities of the project. The "Conceptual" **revised plan** offers greater housing density and **significantly lower traffic and CO2 emissions**, but at the cost of **lower tax revenue** and **financial returns**.

In contrast, the "Conceptual" **market-rate housing option** is more profitable, offering a higher ROI, but fails to meet the city's broader social goals of housing affordability. As Grass Valley moves forward, it must decide whether to prioritize **affordable housing** and **sustainability**, or pursue a more **financially viable** but socially limited option.

Affordable Housing

In the calculations for the **affordable housing** component of the "Conceptual" revised Dorsey Marketplace plan, we used a **rent rate of 60% of the market rate** to represent affordable housing. This aligns with common affordable housing standards, where **affordable rent** is typically set at a percentage of the **Area Median Income (AMI)** and is priced below market-rate units.

For this "Conceptual" project:

- **Market-Rate Rent for High-Density Units:** \$1,800 per month.
- **Affordable Rent for High-Density Units:** 60% of market rate, or **\$1,080 per month**.

For **medium-density units**, the **market-rate rent** was set at **\$2,500 per month**, and the **affordable rent** was **\$1,500 per month** (also 60% of the market rate).

This affordable rent rate ensures that these units are within the **30% income threshold** for households classified as **low-income** or **very low-income**, helping to keep housing costs manageable for these income groups.

Conclusion:

The concepts presented herein are only ideas for comparing alternative projects and to evaluate the potential differences in traffic and CO2 emissions. We have not reviewed the eight years' worth of work that has gone into the current plan and we are not part of the development team. These suggested alternatives are provided in response to some of the community feedback on the project and the issues highlighted on traffic and air quality. Construction costs, traffic and CO2 figures are based on general information and not site specific data that was generated by detailed studies used in the EIR. Revenues are based on local market conditions.

The decisions to be made the City of Grass Valley on the project will have long-term implications, shaping the city's housing, economy, and traffic patterns for years to come.

Gary Baker, Grass Valley

gary@plan-aire.com

Taylor Day

From: Daniel J Desmond [REDACTED]
Sent: Thursday, September 5, 2024 11:20 AM
To: COGV General Voicemail
Subject: Dorsey Marketplace

You don't often get email from [REDACTED] [why this is important](#)

The Dorsey Marketplace project is flawed at many levels and from a community development perspective represents another scar on the community. I would like to register my strong opposition and hope that the City Planners will preserve the “heart” of our community and not sell it off to promote sprawl or growth at any cost.

Thanks for listening to my concerns.

Take care,

Daniel Desmond
10500 Hawke Lane
Nevada City CA 95959

PS: We live just outside the City limits but invest our time, energy and money in the City’s social, cultural and economic infrastructure.

Taylor Day

From: Gary Emanuel [REDACTED]
Sent: Saturday, August 31, 2024 2:06 PM
To: Public Comments
Cc: info@cea-nc.org
Subject: Comments on Dorsey Marketplace Project

You don't often get email from [REDACTED] [Learn why this is important](#)

Hello,

I have a comment on the proposed Dorsey Marketplace Project.

Based on the current levels of traffic congestion at the Brunswick/Hwy. 49 intersection due to the large shopping centers on either side, I would have thought that the City of Grass Valley would not have wanted to create another mess like this.

The Dorsey Marketplace Project would be even closer to a major freeway intersection with only a single access road to the intersection.

Please consider this issue and let's not add another traffic congestion area.

Regards,

Gary

Taylor Day

From: Marci Ficarra [REDACTED]
Sent: Wednesday, August 28, 2024 9:56 AM
To: Public Comments
Subject: Fwd: Speeding and crosswalks

You don't often get email from [REDACTED]. [Learn why this is important](#)

Has anyone seen this? Is there a better email to use?

Begin forwarded message:

From: Marci Ficarra [REDACTED]
Subject: Speeding and crosswalks
Date: August 26, 2024 at 2:15:54 PM PDT
To: public@cityofgrassvalley.com

I live on Rough and Ready near East drive. Most people exceed the 35 mph speed limit consistently. Even a Sheriff thought the speed limit was still 45 mph in that section. I cross that street every day to walk my dogs on the Wildflower Trail. In addition I have started using public transportation too.

I have a few suggestions for my safety and the safety of my neighbors.

- 1- install a flashing 35mph speed sign
- 2- put in a crosswalk on the corner that flashes when someone crosses
- 3- add speed bumps on both ends of the 35 mph zone
- 4- add a sign saying you're now entering Sunset View neighborhood please slow down to 35

You may have better ideas to address the issue of speeding and safety.

Thanks for your time.

Marci Ficarra
Sent from my iPhone

Taylor Day

From: Marci Ficarra [REDACTED]
Sent: Monday, August 26, 2024 2:16 PM
To: Public Comments
Subject: Speeding and crosswalks

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I live on Rough and Ready near East drive. Most people exceed the 35 mph speed limit consistently. Even a Sheriff thought the speed limit was still 45 mph in that section. I cross that street every day to walk my dogs on the Wildflower Trail. In addition I have started using public transportation too.

I have a few suggestions for my safety and the safety of my neighbors.

- 1- install a flashing 35mph speed sign
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- 4- add a sign saying you're now entering Sunset View neighborhood please slow down to 35

You may have better ideas to address the issue of speeding and safety.

Thanks for your time.

Marci Ficarra
Sent from my iPhone

Taylor Day

From: WIRELESS CALLER - Voicemail box 8880 <noreply@voicemail.goto.com>
Sent: Monday, August 26, 2024 12:12 PM
To: Public Comments
Subject: Voicemail from [REDACTED] on Aug 26 2024 12:06 PM
Attachments: 1724699200-00001325.mp3



You received a new voicemail message



New voicemail message

Time: Monday, August 26 2024 12:06 PM

From: [REDACTED]

Duration: 3 minutes 33 seconds

Voicemail box: 8880

Transcript:

Hi, my name is Robert Lewis. I'm calling about cutting the trees down. I live in grass Valley. Don't wish to leave a address at this time, but I've been walking there for several years in the park and all around the general area, Ulta street, um, ACRT trucks come in the morning every day. Now, uh, 30 to 50 trucks on a daily basis during the week. Um, they use it as their own personal yard, uh, to have, uh, meetings and then go out about their business, cutting trees down in the rest of the community. Um, also the police I've seen, uh, escorting people that are sleeping in the cars out of there now, um, that that was a public park, but it, but apparently the new law by Gavin Newsom is not making it illegal for that. So that's fine. I understand that, but as for the trees to be cut down, um, no, they want to make it more commercial. I understand they want to help out, uh, the, you know, gardens for the homeless and food. That's a great thing, but there's several other places besides the public park to do such a thing to take up more space for things like people being able to walk or have birthday parties, play at the park, play tennis, play soccer. I think that's what the

park is for, to hang out and enjoy it, not for commercial use or for nonprofit organizations to take over. If nonprofits want to buy a piece of land and grow stuff for the people, that would be an awesome thing. I'd contribute to that. Hopefully they can get a grant to buy such land, not a public park. The trees, it's a beautiful place to walk there, the shade, the quiet, walking around is a quarter mile. If you want to get your steps in, it's a great place. The atmosphere is great, except for these corporations like ACRT coming in there, and the police won't do anything about it because they have a right to be there because it's a park. Well, that's fine, but you want to cut down more trees and make it more commercial and businesslike, maybe I might want to find another place to walk. I don't find it very conducive to, you know, healthy atmosphere, having all these businesses use it, even, even nonprofit. I think it should not be a starting point for a business and then it'd take off because they don't want to rent a yard of their own. Like mountain enterprises, they rent a yard and have a meeting and park their trucks there. They do that and ACRT does not. I just wish that you wouldn't cut any more trees down or make that a commercial place. I mean, if there's an area that's available where you don't have to cut trees down, great. Use it for food and compost. That's a great idea. But I also see that you guys were bringing dirt for other construction projects for the city, and that's fine. They were tracking mud all around the streets. Trucks were being parked there, and they were leaving their trucks running because they were junky, and they couldn't start. They wouldn't start again. So they're deceling for over the 10 minutes, which is illegal. So I've seen a lot of legal activities and the city in the police has turned their eyes away from, as long as it's benefiting the city, but when it comes down to peace, please, um, you know, don't cut the trees down and I'm not a tree hugger. I done construction for 20 years. You got to sometimes cut trees down to build, but that's a park and it's beautiful and there's one pair of tree that produces and you, and guess what? Didn't even prune it properly. Well, I hope that this, you take this to heart. This is a heartfelt message that I'd like to see left unused by businesses and or cutting trees down for nonprofits in the community. There are plenty other pieces of land that can be used or grants be given to them to purchase land to do such a thing. Thank you for your time. Bye-bye.

[Rate this transcript's accuracy](#)



Mailbox Capacity: 97/99 available

Taylor Day

From: PAULA DEGIORGIS - Voicemail box 8880 <noreply@voicemail.goto.com>
Sent: Monday, August 26, 2024 9:32 AM
To: Public Comments
Subject: Voicemail from [REDACTED] on Aug 26 2024 9:29 AM
Attachments: 1724689748-00000f7b.mp3



You received a new voicemail message



New voicemail message

Time: Monday, August 26 2024 9:29 AM

From: [REDACTED]

Duration: 1 minute 32 seconds

Voicemail box: 8880

Transcript:

I would like to see the no parking sign at the corner of Maryland Drive where it turns in a blind corner there just off of Bennett Street. If you turn left onto Maryland Drive from Titter, the first turn there, the road veers around to the right quite severely and going uphill and creates a blind corner there. And people have been parking on that corner. And you have to go way around their car into the opposite lane where someone else is coming around a blind corner. It's very dangerous. The sign is very faded. And the curb has not been painted red or not been painted red in so long that there is no evidence of red. And I have left notes on people's cars. I have tried talking to the folks who park there, and they were very aggressive with me, and it's creating a problem. So I would really like to see it be addressed sooner than later. My name is Paula DeGiorgis. I live on Maryland Drive at 417, and my phone number is 530-274-9839. Thank you.

Taylor Day

From: Sunchild's Parlour [REDACTED]
Sent: Tuesday, September 10, 2024 3:53 PM
To: Taylor Day
Subject: Agenda item: Mill/Main Crosswalk Proposal

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Taylor,

Thank you for all you do for Grass Valley and for taking the time to read this email.

I'm writing in regards to the most recent crosswalk proposal at mill and main streets. I would like to express my opposition to the proposed concept.

As a small business and building owner of 126 west Main Street, the last thing Main Street business need/want is to reduce the flow of pedestrian traffic from mill to main street. Many people already choose not to cross due to the visual segregation of the mill street plaza and the merchants across the street on Main Street. Taking out one crosswalk on one end and having one crosswalk exist on one corner limits pedestrian flow even more so. In addition, this concept doesn't allow for a continuous aesthetic appeal from both sides of the street.

My proposal is to create one wide and safe walking space existing directly in the middle of mill street, allowing and encouraging a continuous flow from Mill Street plaza to the opposite side of Main Street. With speed bumps and stop signs on each end, this would be a more concentrated focus on pedestrians, thus creating a safer space to cross the street.

Obvious changes that would need to be made on the Main Street side near the clock tower are the removal of the aesthetically unpleasant overgrown shrubbery "garden" and transplant of the hidden concrete Gv plaque/monument.

In an ideal scenario, we would continue the stamped concrete from mill into main but I understand that may not be in the city budget. Regardless, I believe this design would be more cohesive to what already exists on mill street and makes for a safer and alluring passage which would extend the "magic" of mill street to Main Street, something the businesses on Main Street very much need to survive.

Thank you for your time.

Sincerely,

Michael Latronica

Sunchild's Parlour
[REDACTED]

September 10, 2024

TO: The City Council of Grass Valley: Jan Arbuckle, Hilary Hodge, Bob Branstrom, Haven Caravelli, and Tom Ivey; City Hall, 125 East Main Street Grass Valley, CA 95945 (email addresses attached)

SUBJECT: Dorsey Market Project Comment

CC: Amy Wolfson, City Planner awolfson@cityofgrassvalley.com

FROM: Jim Bair, Former Grass Planning Commissioner, Business and Property Owner in the City of Grass Valley, and former Scientist;

RE: Four official documents:

- (1) Notice of Availability (NOP) of the 45-day Public Review of the Supplement to the Final Environmental Impact Report (SFEIR) for the Dorsey Marketplace Project
- (2) Dorsey Marketplace Final Environmental Impact Report (SCH # 2016022053), Cot. 2019; Dudek
- (3) Supplement to the Final Environmental Impact Report Dorsey Marketplace Project FEBRUARY 2024
- (4) Judgment and Peremptory Writ of Mandate in Case No. CU20-084791, Community Environmental Advocates, et al. v. City of Grass Valley, Nevada County Superior Court

These documents unequivocally represent that *impacts associated with air pollution and transportation were identified as significant and unavoidable*. There are no overriding considerations for “air pollution” and “transportation.”

Based on approximately 20 years of experience with CEQA and having been well received by elected Nevada County officials reviewing FEIR documents, I state to you and for the record that the environmental impacts generally described as *traffic* and *air pollution* require that the Dorsey Marketplace Project not be allowed to proceed in its current form.

The FEIR options apparently do not include the best option: limit the project to housing units only and do not approve any commercial/retail developments. While it's very complicated, the Courts as well as the consultants mention the significant negative impacts of the project including the commercial/retail facilities at the Dorsey site.

Note that I have discussed the Project with some of you and understand that approval is a foregone conclusion. However, the impact on my community, my subdivision, and me of the increased traffic and pollution warrants submitting this comment for legal purposes. The impact alone on access to SNMH (to which I am a client advisor), its emergency facilities, and the new Urgent Care facility, is too dangerous to ignore.

If it would make a difference, I could provide analysis of the traffic especially at Catherine Lane and Dorsey Drive. I could also challenge CARB's application of their own codes (e.g., PM-10, 5 or 2?).

Given that future challenges to this project in its current form requires commenting now, I respectfully submit this comment. The following copies of document sections with my inserted annotations highlight the unacceptability of the SFEIR/FEIR.

Respectfully,

/s/ Jim Bair (Leader, Sierra Ventana Architectural Control Committee)

128 Sierra Blanca Ct., Grass Valley, CA 95945

Attachments: Annotated copies of sections of the EIR documents and area roadway map

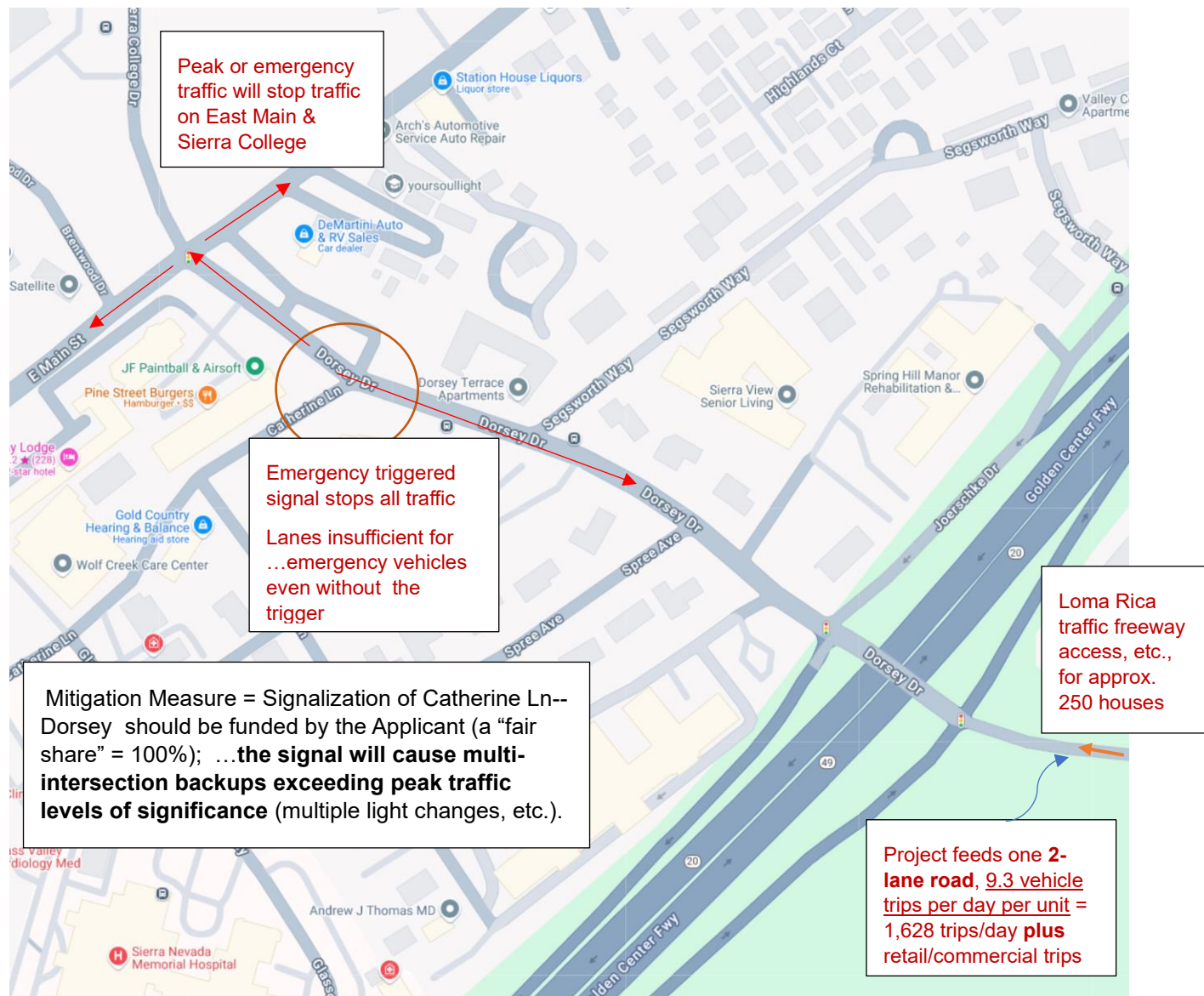
The SFEIR Includes: [Note: the SIER does not reference the *National Traffic Engineering Handbook*

Source Category	Advisory Recommendations
Freeways and High Traffic Roads	Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.

DORSEY MARKETPLACE SUPPLEMENT TO THE FINAL EIR
FEBRUARY 2024

9478
2-13

SFEIR does not include Road Map of the Immediate Project Impact Area: [annotation = best projection viz documents]



ANNOTATED COPIED EIR SECTIONS:

“Rural” Freeway threshold is 50,000 trips per day – very high threshold of significance?

		Transportation		
8-1 Would the project result in an increase in traffic that is substantial in relation to the existing traffic volumes and capacity on SR 20/49?	Both Alternatives	Less than Significant	None Required	Less than Significant
8-2 Would the project result in an increase in traffic that is substantial in relation to the existing traffic volumes and capacity on City of Grass Valley roadways and intersections?	Alternative A	Potentially Significant	MM 8a: Under either Alternative A or Alternative B, prior to issuance of a building permit, the project applicant shall pay a fair-share contribution towards the construction of a larger concrete porkchop barrier within the existing acceleration lane to restrict all movements from the eastbound approach at the Idaho Maryland Road/ Brunswick Road intersection to right turns. <u>Additionally, under either Alternative A or Alternative B, prior to issuance of a building permit, the project applicant shall pay the City of Grass Valley Traffic Impact Fee, which includes a fair-</u>	Less than Significant

EXECUTIVE SUMMARY

**Table ES-2
Dorsey Marketplace Draft EIR Impacts and Mitigation Summary**

Impact Number and Title	Level of Significance before Mitigation		Mitigation Measures	Level of Significance after Mitigation
			<u>share contribution towards signalization of this intersection consistent with the City's Capital Improvement Program.</u> MM 8b: Under Alternative A and Alternative B, prior to issuance of a building permit, the project applicant shall pay <u>the Western Nevada County Regional Transportation Mitigation Fee, which includes a fair-share contribution towards the construction installation of either a traffic signal or a roundabout</u> at the Idaho Maryland Road/State Route 20/49 northbound ramps intersection, <u>consistent with the Western Nevada County Regional Transportation Mitigation Fee improvement program.</u>	
	Alternative B	Potentially Significant	MM 8a: (see above) (Note: MM 8b applies to Alternative B under Impact 8-9 but not under Impact 8-2.)	Less than Significant
8-3 Would the project increase impacts to vehicle safety due to roadway design features or incompatible uses?	Both Alternatives	No Impact	None Required	No Impact
8-4 Would the project result in inadequate emergency access or access to nearby uses?	Both Alternatives	No Impact	None Required	No Impact
8-5 Would the project create hazards or barriers for pedestrians or bicyclists?	Both Alternatives	Less than Significant	None Required	Less than Significant
8-6 Would the project conflict with adopted policies, plans, or programs supporting alternative transportation or otherwise decrease the performance or safety of such facilities?	Both Alternatives	Less than Significant	None Required	Less than Significant
8-7 Would the project cause a change in air traffic patterns, including either an increase in traffic	Both Alternatives	Less than Significant	None Required	Less than Significant

These impacts will be significant – the EIR Consultant has not observed the current unsafe, inadequate, hazardous traffic engineering.

Correct – Air traffic will not be significantly impacted – what was the consultant thinking?

Impact Number and Title	Level of Significance before Mitigation		Mitigation Measures	Level of Significance after Mitigation
levels or a change in location resulting in substantial safety?				
8-8 Would the project result in increased vehicle circulation or congestion due to a lack of sufficient parking capacity to support the proposed land uses	Both Alternatives	No Impact	None Required	No Impact
8-9 Would the project contribute to a cumulative increase in traffic that conflicts with adopted policies and plans related to intersection and roadway segment function, including consideration of LOS and ADT?	Alternative A	Potentially Significant	<p>MM 8a: (see above)</p> <p>MM 8b: (see above)</p> <p>MM 8c: Under Alternative A, prior to issuance of the first certificate of occupancy for the project site a building permit, the project applicant shall pay a fair share contribution towards the construction-install of a traffic signal at the Dorsey Drive/Catherine Lane intersection.</p> <p>MM 8d: Under Alternative A, prior to issuance of the first certificate of occupancy for the project site, the project applicant shall pay a fair share contribution towards the fully fund agency staff time needed to complete signal optimization of the Dorsey Drive/SR 20/49 SB/EB On-Ramp/Joerschke Drive traffic signal</p> <p>MM 8e: Under Alternative A or Alternative B, prior to issuance of a building permit, the project applicant shall pay the City of Grass Valley Traffic Impact Fee, which includes a fair share contribution towards the City's planned improvements construction of either a traffic signal or roundabout at the Dorsey Drive/Sutton Way intersection, consistent with the City's Capital Improvement Program.</p> <p>MM 8f: Under Alternative A, prior to issuance of a building permit, the project applicant shall restripe the southbound approach to the Idaho Maryland Road/Spring Hill Drive intersection to create a southbound right-turn pocket.</p> <p>MM 8g: Under Alternative A, prior to issuance of a building permit, the project applicant shall pay the City of Grass Valley Traffic</p>	Less than Significant

These mitigation measures are inadequate to reduce traffic impact from significant

EXECUTIVE SUMMARY

**Table ES-2
 Dorsey Marketplace Draft EIR Impacts and Mitigation Summary**

Impact Number and Title	Level of Significance before Mitigation		Mitigation Measures	Level of Significance after Mitigation
			<p>Impact Fee, which includes a fair share contribution towards the construction-installation of a traffic signal or roundabout at the Bennett Street/SR 49/20 SB Off-Ramp/Tinloy Street intersection, consistent with the City's Capital Improvement Program</p>	
		Potentially Significant	<p>MM 8a: (see above)</p> <p>MM 8b: (see above)</p> <p>MM 8c: (see above)</p> <p>MM 8h: Under Alternative B, prior to issuance of the first certificate of occupancy for the project site, the project applicant shall pay a fair share contribution towards the signal optimization of the traffic signals at the Dorsey Drive/SR 20/49 SB Ramp/Joerschke Drive intersection and the Dorsey Drive/SR 20/49 NB Ramps intersection.</p>	Less than Significant

When the project reaches the certificate of occupancy stage, does the City have leverage to enforce these fees?

Council emails: tivey@cityofgrassvalley.com, jArbuckle@cityofgrassvalley.com, hHodge@cityofgrassvalley.com, bobb@cityofgrassvalley.com, hCaravelli@cityofgrassvalley.com

Taylor Day

From: James Bair [REDACTED]
Sent: Tuesday, September 10, 2024 4:02 PM
To: Public Comments
Subject: Fwd: Dorsey Market Project Comment
Attachments: Comment on Dorsey FEIR and Supplemental FEIR.pdf

You don't often get email from aristotle2001@gmail.com. [Learn why this is important](#)

From: James Bair [REDACTED]
Date: Tue, Sep 10, 2024 at 4:00 PM
Subject: Dorsey Market Project Comment
To: <tivey@cityofgrassvalley.com>, <jArbuckle@cityofgrassvalley.com>, <hHodge@cityofgrassvalley.com>, Bob Branstrom <bobb@cityofgrassvalley.com>, <hCaravelli@cityofgrassvalley.com>, Amy Kesler-Wolfson <awolfson@cityofgrassvalley.com>

Dear Council and Staff,

My public comment on the Project is copied here (letter in text form) and attached (as a PDF with images).

Thanks for your consideration.

Regards,

Jim Bair

Letter **without** attachments:

September 10, 2024

TO: The City Council of Grass Valley: Jan Arbuckle, Hilary Hodge, Bob Branstrom, Haven Caravelli, and Tom Ivey; City Hall, 125 East Main Street Grass Valley, CA 95945 (email addresses attached)

SUBJECT: Dorsey Market Project Comment

CC: Amy Wolfson, City Planner awolfson@cityofgrassvalley.com

FROM: Jim Bair, Former Grass Planning Commissioner, Business and Property Owner in the City of Grass Valley, and former Scientist;

RE: Four official documents:

- (1) Notice of Availability (NOP) of the 45-day Public Review of the Supplement to the Final Environmental Impact Report (SFEIR) for the Dorsey Marketplace Project
- (2) Dorsey Marketplace Final Environmental Impact Report (SCH # 2016022053), Cot. 2019; Dudek
- (3) Supplement to the Final Environmental Impact Report Dorsey Marketplace Project FEBRUARY 2024
- (4) Judgment and Peremptory Writ of Mandate in Case No. CU20-084791, Community Environmental Advocates, et al. v. City of Grass Valley, Nevada County Superior Court

These documents unequivocally represent that *impacts associated with air pollution and transportation were identified as significant and unavoidable*. There are no overriding considerations for “air pollution” and “transportation.”

Based on approximately 20 years of experience with CEQA and having been well received by elected Nevada County officials reviewing FEIR documents, I state to you and for the record that the environmental impacts generally described as *traffic* and *air pollution* require that the Dorsey Marketplace Project not be allowed to proceed in its current form.

The FEIR options apparently do not include the best option: limit the project to housing units only and do not approve any commercial/retail developments. While it's very complicated, the Courts as well as the consultants mention the significant negative impacts of the project including the commercial/retail facilities at the Dorsey site.

Note that I have discussed the Project with some of you and understand that approval is a foregone conclusion. However, the impact on my community, my subdivision, and me of the increased traffic and pollution warrants submitting this comment for legal purposes. The impact alone on access to SNMH (to which I am a client advisor), its emergency facilities, and the new Urgent Care facility, is too dangerous to ignore.

If it would make a difference, I could provide analysis of the traffic especially at Catherine Lane and Dorsey Drive. I could also challenge CARB's application of their own codes (e.g., PM-10, 5 or 2?).

Given that future challenges to this project in its current form requires commenting now, I respectfully submit this comment. The following copies of document sections with my inserted annotations highlight the unacceptability of the SFEIR/FEIR.

Respectfully,

/s/ Jim Bair (Leader, Sierra Ventana Architectural Control Committee)

128 Sierra Blanca Ct., Grass Valley, CA 95945

Attachments: Annotated copies of sections of the EIR documents and area roadway map

Taylor Day

From: Jacob McDonald [REDACTED]
Sent: Tuesday, September 10, 2024 4:58 PM
To: Taylor Day
Subject: Public comment on resurfacing W.Main by John McDonald of 241 N.Auburn

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please consider the following in regards to the plans for resurfacing and redesign of W.Main in Downtown Grass Valley.

Read this please

I don not agree with the proposal to remove pedestrian crossings in downtown Grass Valley. Just because we are removing crossings where accidents to pedestrians have occurred does not qualify as making walking conditions more safe. I regularly walk and enjoy downtown and I do not want to loose access to my favorite business by having to walk 3 crossings instead of directly across the street. Please use traffic calming measures such as speed bumps, tightening the stopping lines with bump outs and or designing new striping to create awareness to motorists.

Please make downtown a pedestrian prioritization area where people shopping and enjoying life have priority without worrying about people in cars being the priority for maximizing travel time downtown.

Keep the all crossings! Improve the pedestrian experience with contemporary street design!!!
Integrate Main Street into the mill street experience ! - John McDonald 241 N.Aubrun



Redbud Chapter
CALIFORNIA NATIVE PLANT SOCIETY

September 10, 2024

Dear Mayor Arbuckle, Vice Mayor Hodge,
Council Members Branstrom, Caravelli, Ivy,
City Planner Wolfson

Tonight you will consider certification of the Final EIR for the Dorsey Marketplace project. Within the project site is a 3.3 acre grove of MacNab Cypress, a species of tree that has recently been listed by the International Union for the Conservation of Nature as endangered. Only 28 groves remain and these are declining due to increased fire frequency and urban encroachment. Is it asking too much to consider them something of local value, to treasure and protect? The California Native Plant Society is a statewide organization representing over 13,000 members which utilizes the best available science for conservation in understanding a Statewide assessment of MacNab Cypress stands. Please protect this Grass Valley grove. If you deem this infeasible, please protect the grove until CNPS has had the opportunity to collect data on the grove including their genetic material and seed. This information is of global significance to science. .

The following was provided on September 9 to Leslie Warren, President of Redbud Chapter California NativePlantSociety by Kristen Nelson, CNPS Rare Plant Program Manager:

Background summary: "MacNab cypress was once considered one of our most common native cypress species, and it had not been on CNPS' radar until very recently. In Feb. 2024, Kyle Merriam (research ecologist with U.S. Forest Service) issued a *draft* assessment for the MacNab cypress using IUCN criteria, in which she assessed its status as Endangered. The main reasons behind this assessment: (1) only 28 remaining groves have been identified using best available current data; (2) the population trend is declining, largely due to increased fire frequency but also from fuels reduction and fire suppression activities, urban and commercial development, road maintenance, utility corridor maintenance, and OHV use. The remaining groves in the Sierra Nevada foothills are particularly small and vulnerable (the largest remaining stands are in the Inner North Coast Ranges). For these reasons, CNPS has just contracted with USFS to collect data on the remaining 28 groves and complete a status review. This work will take a couple years to complete."

**Excerpts from the Macnabiana ICUN study draft of February 2024:
(Page 1)**

Cupressus macnabiana - A.Murray bis
PLANTAE - TRACHEOPHYTA - PINOPSIDA - PINALES - CUPRESSACEAE - Cupressus -
macnabiana

Common Names: MacNab Cypress (English), Fragrant Cypress (English), Shasta Cypress (English)

Synonyms: *Hesperocyparis macnabiana* (A.Murray bis) Bartel

Taxonomic Note:

Note to be added explaining genus change

Red List Status

EN - Endangered, B2b(i,ii,iii,v)c(iv) (IUCN version 3.1)

Red List Assessment

Assessment Information

Date of Assessment: 2023-07-26

Reviewed? Date of Review: Status: Reasons for Rejection: Improvements Needed:
true 2023-07-27

Assessor(s): Merriam, K.

Reviewer(s): Thomas, P.

(Page 6)

Continuing Decline in Habitat

Continuing decline

in area, extent

and/or quality of

habitat?

...Yes Observed

Frequent, high severity fires have decreased the amount of habitat available by reducing the number of mature individuals and threatening populations with extirpation. Conversely, almost half of the known groves have not burned in recorded history and are unlikely to reproduce before they die. Continuing decline in area, extent, and quality of habitat is also occurring as a result of urban and commercial development, maintenance of roads and utility easements, recreational activities (e.g., OHV use), agricultural clearing, and other impacts described in the Threats section of this assessment.

(Pages 9-11)

Important Conservation Actions Needed

Conservation Actions Note...Site/area protection

...MacNab cypress does not have protected status at the federal, state or local level. Over half of the groves occur on private land. Recognizing the rarity of this species, and developing additional protections for conservation, are critical

2.1. Land/water management -

> Site/area management Targeted management, surveying and monitoring of MacNab cypress is needed
to conserve this species. Management to reduce the risk of frequent, high

severity fire, including landscape level prescribed burning to reduce fire risk in adjacent vegetation types might benefit some populations, in addition to fire suppression to prevent wildfires from burning immature stands. Strict guidelines to prevent destruction of MacNab cypress during fuels treatments and wildfire suppression efforts are also necessary

2.2. Land/water management

-> Invasive/problematic species control

Measures to reduce dispersal and establishment of invasive species, particularly nonnative annual grasses that can significantly alter fire regimes, are necessary to reduce the risk of frequent fire that can eliminate MacNab cypress populations. These measures could include minimizing disturbance and restricting OHV use around MacNab cypress groves.

3.4.2. Species management ->

Ex-situ conservation ->

Genome resource bank

Range wide cone collection efforts and seed banking for Macnab cypress is a critically needed conservation action for this species. Studies of genetic diversity and structure among groves would help inform efforts to reestablish populations that are extirpated...pression efforts

4.3. Education & awareness ->

Awareness & communications

Promoting awareness of the rarity of MacNab cypress among federal, state, and local land managers as well as the general public to prevent unintentional impacts and develop effective avoidance and mitigation measures would be an important conservation action for this species

5.2. Law & policy -> Policies and regulations

Recognition of the rarity and threats faced by MacNab cypress by federal, state, and local agencies would drive the development of targeted surveying, monitoring and management plans that promote the conservation of this species

5.3. Law & policy -> Private sector standards & codes

Developing standards and codes for management of MacNab cypress and the large number of rare species associated with their habitat would help reduce impacts to these species on private lands where 17 (59%) of groves are located

5.4.3. Law & policy -> Compliance and enforcement -> Sub-national level

Even when avoidance and mitigation measures are in place, a number of MacNab cypress groves have been negatively impacted by fuels management and wildland fire suppression efforts. Improved compliance and enforcement of avoidance and mitigation measures developed for this species would help to reduce these impacts

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