



KUNZMAN ASSOCIATES, INC.

**DOLLAR GENERAL**

**RESPONSE TO COMMENTS**

**August 7, 2015**

NEVADA COUNTY  
RECEIVED

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COMMUNITY DEVELOPMENT  
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# KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

August 7, 2015

Mr. Mike Jackson, P.E.  
TTG  
4300 North Miller Road, Suite 122  
Scottsdale, AZ 85251

Dear Mr. Jackson:

## INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide this response to comments letter regarding the Dollar General Project Focused Traffic Analysis prepared by Kunzman Associates, Inc. (June 3, 2015). Comments were received from the County of Nevada Community Development Agency on July 14, 2015 (see Appendix A). The focused traffic analysis was revised August 7, 2015.

## COMMENT 1

Page 4 - In two locations the study identified the State Route 20 / Pleasant Valley Road intersection as an unacceptable level of service, but in the tables the LOS is shown as an acceptable LOS D. Please clarify.

## RESPONSE TO COMMENT 1

According to the County of Nevada General Plan, peak hour intersection operations of Level of Service C or better are generally acceptable for Rural Regions, except where existing Level of Service is less than C. In these situations, the Level of Service shall not be allowed to drop below the existing Level of Service. The General Plan states that peak hour intersection operations of Level of Service D or better are generally acceptable for Community Regions, except where existing Level of Service is less than D. In these situations, the Level of Service shall not be allowed to drop below the existing Level of Service. According to the County of Nevada Transportation Department staff, the proposed project is located in a Community Region, and therefore any intersection operating at Level of Service E to F will be considered deficient.

The intersection of Pleasant Valley Road and SR-20 Highway operates at Level of Service C during both the morning and evening peak hour. This intersection is projected to operate at Level of Service D for Year 2035 Without Project and Year 2035 With Project traffic conditions. Since it is located in a Community Region, Level of Service D or better is generally acceptable except where existing Level of Service is less than D, and the Level of Service shall not be allowed to drop below the existing Level of Service. With the existing Level of Service being C and the Year 2035 Without Project Level of Service

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being D, the intersection has dropped below the existing Level of Service of C. Therefore, it has been analyzed as operating at an unacceptable Level of Service for Year 2035 Without Project and Year 2035 With Project traffic conditions.

#### **COMMENT 2**

Page 4 - Please describe the improvements identified for the State Route 20 / Pleasant Valley Road intersection. It is unclear in the report what assumptions were made when analyzing this intersection. Were the current Local Traffic Mitigation Fee (LTMF) program project improvements for this intersection utilized?

#### **RESPONSE TO COMMENT 2**

A description of the improvements has been added to the text. Pleasant Valley Road is classified as a Major Collector from State Route 20 to State Route 49 according to the County of Nevada General Plan. With 482 southbound left turn movements during the morning peak hour for Year 2035 Without Project traffic conditions, this movement was projected to operate at Level of Service F (106.7 seconds). Due to its classification and feasibility, an additional southbound left turn lane was added as a recommended mitigation measure to bring the Level of Service during the peak hours to Level of Service C (see response to comment 1).

#### **COMMENT 3**

Page 5 - The study cites 'restricted use' areas that are outside the property boundaries on other private properties. Is there a legal mechanism (easement, etc) that allows the applicant to identify or restricts use on other private properties? Or is the restricted use area located entirely either on the applicant or public right of way?

#### **RESPONSE TO COMMENT 3**

It is recommended that right-of-way plans for Penn Valley Drive be acquired by the project applicant from the County of Nevada and correlated with the recommended restricted use areas. Kunzman Associates, Inc. does not possess the legal acumen, credentials, or wherewithal necessary to provide guidance on private property restrictions.

#### **COMMENT 4**

Page 5 - Include an analysis on bicycle, pedestrian, and transit activity in this area and how this project takes these mode choices into account. In particular cite the transit activity (routes and stops) and the adjacent Class I path on the south side of Penn Valley Drive. Will the project provide connectivity to these mode choices?

Mr. Mike Jackson, P.E.  
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August 7, 2015

#### **RESPONSE TO COMMENT 4**

A narrative concerning bicycle, pedestrian, and transit activity has been included in the revised focused traffic analysis.

#### **COMMENT 5**

Page 6 - See above - references to unacceptable LOS on intersections that may operate acceptably in the future.

#### **RESPONSE TO COMMENT 5**

See response to comment 1.

#### **COMMENT 6**

Page 6 - Quantify the sight distance (385???)

#### **RESPONSE TO COMMENT 6**

The 385 foot corner sight distance used on Figure 10 was applied to the project access as a means of determining the restricted use area to provide a "conservative" analysis.

#### **COMMENT 7**

Page 12 - Table 5 shows a lower AM LOS for SR20/Pleasant Valley for the ex+app project+project scenario than the ex+app project scenario. Please explain.

#### **RESPONSE TO COMMENT 7**

Due to the nature of the Intersection Delay Method based on the 2010 Highway Capacity Manual and the numerous input values and variables utilized to determine the delay at a signalized intersection, it is not uncommon for an intersection to operate at a lower Level of Service (in seconds) once additional traffic volumes are added. This is due to the methodology and how the individual approach delay for each movement and total intersection delay is calculated.

#### **COMMENT 8**

Page 12 - PM LOS for Penn Valley / Spenceville should show 9.8-A instead of 9.9-A.

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**RESPONSE TO COMMENT 8**

So noted. The change has been made in the revised focused traffic analysis.

**COMMENT 9**

Page 14 - See comment above on lower AM LOS for buildout+project versus buildout (no project) at SR20/Pleasant Valley.

**RESPONSE TO COMMENT 9**

See response to comment 7.

**COMMENT 10**

Page 24 - Per above, clarify if the proposed 'restricted area' includes private property owned by others or not.

**RESPONSE TO COMMENT 10**

See response to comment 3.

**COMMENT 11**

Pages 25 and 26 - What truck turning template has been used in the analysis?

**RESPONSE TO COMMENT 11**

The WB-67 truck turning template is included in the revised focused traffic analysis.

It has been a pleasure to serve your needs on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Sincerely,

KUNZMAN ASSOCIATES, INC.



Bryan Crawford  
Senior Associate  
#6123



KUNZMAN ASSOCIATES, INC.



William Kunzman, P.E.  
Principal

**APPENDIX A**

**COMMENT LETTER**



**COUNTY OF NEVADA**  
**COMMUNITY DEVELOPMENT AGENCY**

Building  
Planning  
Public Works  
Sanitation  
Environmental Health  
Agricultural Commissioner

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**DATE:** February 27, 2015 **FILE: PA15-002**  
**TO:** Tod Herman, Senior Planner  
**CC:** Joshua Pack, Principal Civil Engineer  
**FROM:** Jessica Hankins, Interim Transportation Planner  
Transportation Division, Department of Public Works  
**SUBJECT: Pre-application review of Dollar General Store at 17652 Penn Valley Drive**

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**Background:**

The proposed project is a pre-application to construct a 9,100 square-foot retail facility, Dollar General, at 17652 Penn Valley Drive, in Penn Valley. Please note that additional project applications, such as for a map amendment or new map, may change the comments provided below.

**Comments:**

These comments are meant to address the project in general terms and provide direction to the applicant on the minimum information needed to conduct a project analysis. Additional information or documentation may be required as more information becomes available. Please note that these comments are from Transportation Division of the Department of Public Works. Comments from the Sanitation Division and Transit Services Division will be sent under separate cover from the managers of those divisions.

- The driveway shall conform to the County's commercial approach standard in LUDC Chapter XVII Road Standards, and an encroachment permit will be required.
- The proposed driveway will need to be improved to ensure emergency responder access. At a minimum the driveway and parking lot circulation shall be designed to fire safe road standards. Applicant's engineer shall provide truck turning analysis to ensure parking lot and driveway design can adequately accommodate emergency responder and delivery vehicles.
- Based on a 9,100 square foot size, the project is expected to generate approximately 86 PM peak hour trips. This value is less than the threshold to require a full traffic study; however, the applicant is expected to prepare a site-specific traffic impact memorandum that explores project impacts at the site and at nearby locations. A safety analysis is also required as part of the traffic study to ensure safe ingress and egress from the site (see "Traffic Impact Study Guidelines – County of Nevada" updated November 2013). In addition to the project site driveway access, applicant

shall also review AM and PM peak hour traffic impacts at the Penn Valley Drive/Spenceville Road, Penn Valley Drive/State Route 20, Penn Valley Drive/Pleasant Valley Drive, and Pleasant Valley Drive/State Route 20 intersections.

- The applicant shall pay appropriate traffic impact fees at time of building permit.
- Care should be taken during landscaping to ensure driver site distance (including sight distance for parked vehicles) is not compromised.
- Stormwater runoff shall be mitigated on-site. No additional net stormwater runoff from the site will be permitted. The applicant shall provide a letter certified by a civil engineer that the site has adequate capacity to design and mitigate all additional on-site stormwater runoff and that any proposed drainage facilities and retention will not significantly alter the project design or scope.
- Any drainage facilities shall be designed by a registered civil engineer and will include a drainage report. The drainage report will include an analysis of net runoff from the project site and design for one-year, ten-year, and 100-year storms. Designer shall utilize County standard plans and specs. This study should be completed prior to grading plan approval.
- Per General Plan Circulation Element Policy RD-4.3.7, which encourages sidewalks or walkways as frontage improvements for all discretionary projects in Community Regions, a sidewalk or paved pathway shall be constructed across the property frontage on Penn Valley Drive.
- The project should provide an enhanced pedestrian connection (crosswalk) linking the Dollar General development with the residential uses on the south side of Penn Valley Drive, consistent with General Plan Circulation Element Program RD-4.3.1. Due to traffic volumes and speeds on Penn Valley Drive, the crosswalk shall be enhanced with a rectangular rapid flashing beacon system or equivalent to improve pedestrian safety at the crosswalk. Applicant shall work with the County Traffic Engineer to finalize appropriate location and equipment specifications.

If you have any questions, please contact me at 470-2645 or at [Jessica.Hankins@co.nevada.ca.us](mailto:Jessica.Hankins@co.nevada.ca.us).